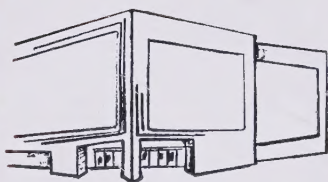
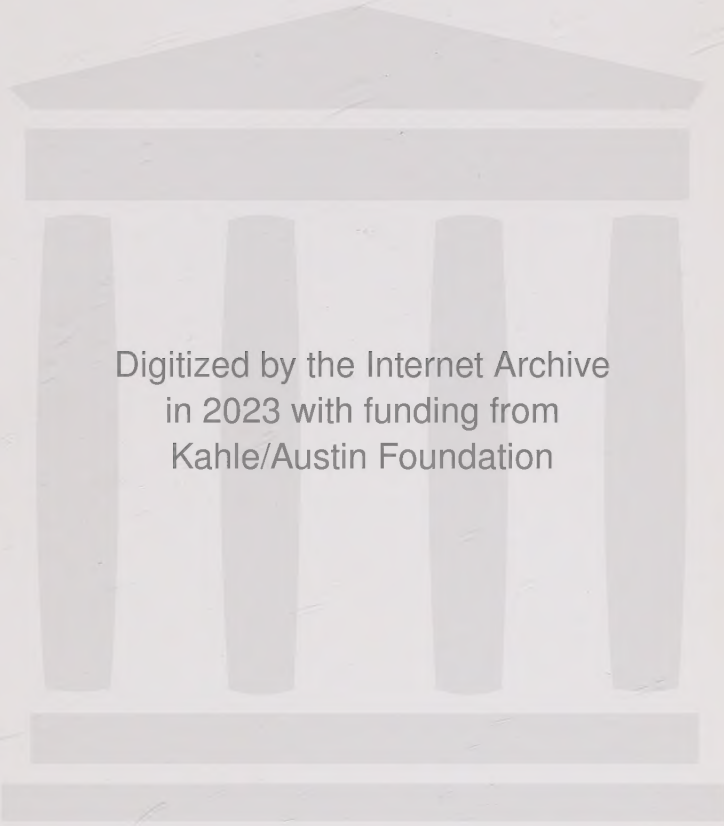


HISTORY OF
LAWRENCE, MASS.

MAURICE B. DORGAN



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MAP OF LAWRENCE TERRITORY, PRIOR TO
BUILDING OF THE DAM

This early map shows location of roads and houses as they were in 1845,
the dots representing the houses

HISTORY OF LAWRENCE, MASSACHUSETTS

WITH WAR RECORDS

BY
MAURICE B. DORGAN

ILLUSTRATED

PUBLISHED BY THE AUTHOR

1924

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*This work is respectfully dedicated to the War Veterans
of Lawrence, who so nobly upheld the traditions
of the city by their prompt response to the
Nation's calls in her hours of need*

PREFACE

In this work, which is a revised and greatly enlarged edition of "Lawrence—Yesterday and Today," I have gone more deeply into the history of the territory within the limits of Lawrence, treating of the development of the region from the coming of the first white settlers into Merrimack Valley following the founding of Massachusetts Bay Colony in 1629.

Lawrence having been set apart from Andover and Methuen, and the site of Methuen having been originally included in old Haverhill, reference to the early history of those towns, particularly that which concerns the territory now embraced by Lawrence, is not out of place in a history of Lawrence. There is much of interest in the activities of the hardy Puritan pioneers who fought privation and savages in opening up this locality to the pursuits of civilization, and also in the activities of their descendants who developed the peaceful farming community that had occupied the site of Lawrence prior to the building of the dam.

Relative to the history of the territory as Lawrence, more thorough research has discovered much new material. The World War brought an important epoch in the history of the city. Lawrence's part in that great conflict, I have endeavored to cover in as thorough a manner as possible with the means available.

I have called the work a "History of Lawrence, Massachusetts." I hope it will prove worthy of the title. The most desirable portions of "Lawrence—Yesterday and Today" have been carefully revised and included. Old chapters have been enlarged and a number of new chapters added, comprising approximately one hundred pages of new matter. The contents have been arranged in a manner that may appear, in some instances, too exhaustive, but the purpose has been the creation of an easy reference work as well as a general history. This may be particularly noted in the arrangement of detailed information on more important subjects in separate chapters.

I wish to acknowledge indebtedness to the late Hon. Robert H. Tewksbury for much material pertaining to the early history of Lawrence, especially for many of the anecdotes related in the chapter on Historical Remnants; to William A. Walsh, the public librarian, for many courtesies and valuable counsel in the preparation of the work; to Bernard M. Sheridan for coöperation in the revising of the chapter on Development of the Public Schools; to Capt. Josiah N. Jones for assistance in getting at the facts of Lawrence's participation in the Civil War; to William V. Crawford who compiled the Service Roll used in connection with the chapter on the World War; to Lawrence Post, American Legion,

for its moral support; to the City Government of 1924 for its generous subscription which made it possible to produce the work free of advertising matter, and to the newspapers of Lawrence, which so heartily endorsed the proposition.

M. B. D.

September, 1924.

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HISTORY OF LAWRENCE MASSACHUSETTS

COLONIAL SETTLERS AND THE INDIANS

SINCE Lawrence was set apart from the towns of Andover and Methuen, and the greater part of Methuen was at first included in the town of Haverhill, colonial history of the territory now comprising Lawrence begins with the influx of immigration into Massachusetts following the founding of Massachusetts Bay Colony in 1629.

This large immigration led to the settlement of many new plantations, among them those at Pentucket (Haverhill) and Cochichewick (Andover). Chase says that Haverhill, although not incorporated as a town till 1645, was settled in 1640. Andover was settled about two years later. It was incorporated May 6, 1646.

The original names of the localities were given by the Indians. Cochichewick in the Indian language meant the place of the Great Cascade. The Indian translation of the name Pentucket is "at the crooked river." When the plantations were incorporated they were renamed by the settlers after towns in England, from which most of them had emigrated. This was the custom, and it accounts for the fact that most of the colonial towns bore names similar to those of many of the old English towns.

The colonial settlers were a rugged, persevering people, of strong religious convictions. Notwithstanding their Puritan austerity and fanaticism, one cannot help admiring their sturdy energy, their resoluteness and self-reliance. As the vanguard of civilization they hewed their way through the trackless forests, braving the dangers of hostile Indians and suffering the privations of the wilderness. And they builded well for the generations to come.

The pioneer white settlers hereabouts, at first, had little trouble from the Indians, although the beginning of the settlement of Andover and Haverhill was overshadowed by a threatening cloud.

During the fall of 1642 the colony of Massachusetts Bay was profoundly stirred by rumors of a general uprising of the Indians. Consequently, the Governor and Council gave orders to disarm all natives approaching the white settlements. Carried away by the spirit of the idea, forty overzealous men from Newbury, Rowley and Ipswich set forth to "disarm Passaconaway, who lived by the Merrimack."

At the time of the first settlements upon the Merrimack River the most powerful and important tribe along its banks was the Penacooks. Their

headquarters were on the river near where Concord, N. H., is now built. Their great chief was Passaconaway. He had conquered and subdued all tribes on the river, and all in some manner paid tribute to him. (This was apparent when the Indian owners deeded the sites of the settlements of Andover and Haverhill. It was specifically stated in the deeds that the transfers were made "with ye consent of Passaconaway.") He exerted great influence over his people, and over a large portion of the great aboriginal family, the Algonquins, of which the Penacooks formed a part. The Agawams inhabited the river east below tidewater, having their homes from the Merrimack to Cape Anne. The Pentuckets owned and occupied the Merrimack from Little River in Haverhill to Pawtucket Falls at Lowell; then came the Wamesits, Nashua, Souhegan, Namoskeag, Winnepesaukee and several other tribes.

The armed force from Newbury and other towns, mentioned in a preceding paragraph, failed to capture Passaconaway; but they secured the person of his son, Wannalancet, with his squaw and child.

Upon learning of this indignity the Governor of the colony dispatched a friendly Indian in search of Passaconaway, to present an apology for the seizure of his family, and to explain why the Indians were to be disarmed. The squaw and child were sent back. Wannalancet had broken away from his captors and escaped. The chief was not resentful, and afterward voluntarily surrendered his arms. Later he went to Penacook, N. H., where he is supposed to have remained for the rest of his days. Passaconaway proved a true friend of the white settlers and desired peace. While he lived, the settlers along the river were never disturbed by Indian depredations.

The expected Indian uprising did not occur. It was afterwards learned that such a plot had been devised, the Narragansetts of Rhode Island being the prime instigators. Passaconaway's failure to fall in with the scheme nipped it in the bud.

The hardy pioneers, unmolested by the Indians, now settled down to the work of making the towns of Andover and Haverhill more habitable. The villages were located on the higher ground outside the river valley. More houses were erected, ground broken for tillage, and pastures allotted for the grazing of cattle.

It is noteworthy that in every instance of settlement immediate attention was given to the religious needs of the community. The minister was a very important person and he was usually one of the first on the ground. The inhabitants were taxed for his support and that of the meeting house, which was one of the first buildings raised.

With the Puritans, the meeting house was the central point of every community. Town and parish were identical for several generations, and the meeting house was a town hall as well as a place of worship. The first meeting houses were also forts, and not infrequently were surmounted by cannon. It was the duty of civil magistrates to see that everybody

went to meeting. For those who persisted in absenting themselves the penalty was the stocks. The stocks, whipping post and other devices for punishing malefactors were usually placed on the meeting-house Common.

Public notices of all sorts were issued from the pulpit. There were no newspapers in those days. The preachers of the early colonial days were often the only learned men in town. They were the first teachers of the community, instructing in secular as well as religious matters. Books and periodicals being exceedingly few, the preachers discoursed on every subject of popular interest, tending to the development of sound mind and character.

The pioneer ministers of Andover and Haverhill were versatile men. They exercised a beneficial influence in their respective communities. In October, 1645, Rev. John Woodbridge was ordained the pastor of the church at Andover, and Rev. John Ward was ordained the pastor of the church at Haverhill.

In the early colonial days houses of settlers were located in the village while their meadow and upland (or ploughing land) lots were located in various parts of the town. Each settler, according to the amount of money he possessed, was given a number of acres in the village for a "house lot." In addition each man received a portion of meadow and planting land, the number of acres being regulated by the size of the house lot. The meadow and planting lands were in many cases several miles distant from the house lots. This likely accounts for the fact that there was scarcely a house in the territory now comprising Lawrence, until the opening years of the eighteenth century. With the subjection of the Indians and as the country became more thickly settled and the land cleared up, many of the settlers removed from the villages to their planting lands.

In the earliest book of the town records of Andover is this list of names of the first freeholders (householders) in order as they came to town: Simon Bradstreet, John Osgood, Joseph Parker, Richard Barker, John Stevens, Nicholas Holt, Benjamin Woodbridge, John Frye, Edmond Faulkner, Robert Barnard, Daniel Poor, Nathan Parker, Henry Jacques, John Aslett, Richard Blake, William Ballard, John Lovejoy, Thomas Poor, George Abbott, John Russ, Andrew Allen, Andrew Foster, Thomas Chandler.

The first settlers of Pentucket or Haverhill were William White, Samuel Gile, James Davis, Henry Palmer, John Robinson, Christopher Hussey, John Williams, Richard Littlehale, John Ward, Abraham Tyler, Daniel Ladd, Joseph Merrie and Job Clement. When John Ward was ordained pastor at Haverhill in 1645 there were thirty-two land-holders, including: John Ward, Robert Clement, Job Clement, John Clement, Joseph Merrie, Abraham Tyler, Hugh Skerratt, Henry Savage, Christopher Hussey, Daniel Hendrick, John Williams, Richard Littlehale, William Butler, John Ayer, Sr., John Ayer, Jr., Joseph Peaslee, William White, John Robinson,

Henry Palmer, Thomas Davis, George Corliss, Nathaniel Wier, James Fiske, Thomas Hale, James Davis, Sr., James Davis, Jr., John Eaton, Bartholomew Heath, Tristram Coffin, Daniel Ladd, Samuel Gile and John Davis.

Produce raised on the farms and fish taken from the river supplied most of the wants of the pioneers. The money necessary for their few purchases and the payment of taxes was obtained by the sale of lumber which they rafted down the river and exported to the Barbadoes, in exchange for cargoes of West India goods. The saw mill was in evidence in every early settlement, and the grist mill for the grinding of corn was not long in coming.

Sturgeon fishing in the Merrimack was an important industry at Newbury and Salisbury from the time of the settlement of Andover and Haverhill, and continued so as late as 1733. While the towns below, in the early colonial days, seem to have nearly monopolized the sturgeon fishery, Haverhill was for a long time engaged in the curing and exportation of salmon and alewives. Prior to the building of dams and bridges across the Merrimack its falls teemed with salmon and shad, and its tributary streams were noted for their alewife fisheries.

It would appear that in the way of diversified industries colonial Andover progressed more rapidly than did Haverhill, or Methuen, before the Revolution. In 1689 Andover established the first fulling mill in this locality. Here cloth, home spun and woven, was finished and pressed. Spinning and weaving were an important branch of home labor at this time, and every settler's cabin had its spinning wheel and hand loom. The women and children were much employed at this work. As early as 1690 encouragement was given for the erection of iron works in Andover. These fulling mills and iron works were the parents of the cloth mill and manufactory, and the foundry and machine shop.

The pioneer settlers of Andover and Haverhill, however, when not resisting Indian attacks, were largely engaged in farming. The rivers furnished the best means of transportation. In the early colonial days there were few roads. Overland trails were mostly foot or bridle paths. After the incorporation of Methuen, the first road laid out by that town extended from somewhere on "Hawkes' Meadow brook to James Howe's well," and was probably a part of Howe Street. The records of Haverhill show that prior to that time a large number of town ways had been laid out in the west part of the town — probably for convenience in reaching the meadows and wood lots. Andover laid out similar "paths" for the convenience of her settlers. Town roads in those days were nothing more than ordinary cart paths in the woods, wide enough for an ox-cart or sled. There were some semblances of highways between towns. One of these extended to Salem, the principal market for produce.

In 1662 there were hundreds of "converted" Indians in Massachusetts Bay Colony. They located among the settlers and in small villages of their

own near by, adopting some of the industrial methods of the white inhabitants. A number of them settled in Andover and Haverhill. They were called "praying" Indians. In 1674 there were fourteen towns of "praying" Indians in the colony. One of these was at Wamesit (a part of Tewksbury or Lowell). Some of these "praying" Indians were perpetrators of cold-blooded murders during the wars that followed.

Pioneer laws of the colony required that every town keep up a military organization, and about this time companies of militia were formed in both Andover and Haverhill. The government, apparently, did not trust these "praying" Indians. Besides, there were threatening the territorial disputes between England and France, which would likely involve their colonists in America.

While there was a comparative freedom from Indian depredations during Passaconaway's reign over the river tribes, danger from attack was never far off. Under the submission of the Indians was often deep hatred of the white invaders who, they feared, would deprive them of their favorite hunting and fishing grounds. Some of the settlers did much to increase this hatred, for not all were honest in their dealings with the Indians.

Passaconaway resigned his power as Grand Sachem of the tribes to his son, Wannalancet in 1660. Five years later the great chief and friend of the white settlers died. Wannalancet remained head of his fast diminishing people until 1667, when he retired to Canada. Wannalancet was succeeded by Kancamagus, son of Nanamocomuck, the eldest son of Passaconaway. He was elected Sagamore by the remnant of the tribe remaining at Penacook after the withdrawal of Wannalancet, and was afterwards joined by many "strange" Indians from other tribes who had become discontented with the English. He was an active spirit in the Indian difficulties from 1676 to 1691.

The years of 1675-1676 saw the most general and destructive war with the Indians ever sustained by the infant colonies. This was the bloody King Philip's War. Andover and Haverhill were in the path of the red invasion.

Philip, although chief of the Wampanoags, belonging mostly in Rhode Island, exerted much influence over nearly all of the New England tribes after the death of Passaconaway. They sympathized with him, and the feeling he engendered was probably one of the chief causes for the wars and massacres which followed in succeeding years. New England became a "dark and bloody ground," and for nearly twoscore years the settlers intermittently suffered Indian attacks. The towns were never safe. In winter the Indians came on snowshoes, and in the summer by the rivers, plundering and killing, and then, plunging into the depths of the forests, disappeared as suddenly as they came.

Philip was finally driven back into the Narragansett country. Several hundred of his warriors were slain. The colonial army which had been

mobilized and sent against him lost hundreds of men; a dozen towns were destroyed, and it has been estimated that six hundred dwellings were consumed, many of the occupants being butchered. Philip then became engaged in war with the Mohawks. He died in August, 1676. But he had set ablaze a terrible hatred in the hearts of his savage followers, who continued to take toll in the lives and property of the white settlers.

In the midst of her trouble with the Indians the town of Andover was visited, in 1692, by the witchcraft delusion which about that time was so rampant at Salem. Before the superstitions of her settlers were stifled several of her inhabitants were hanged and many innocent victims were forced to flee before the universal distrust of their neighbors.

Indian forays on the local settlements occurred off and on up to 1713. The treaty of peace between France and England in 1697, which nominally put an end to King William's War (1688-1698), did not check the Indian attacks on the settlers. Then, it seems, this treaty between the mother countries was not firmly established, and hostilities were renewed in 1703. This was known as Queen Anne's War. The colonists were drawn into the quarrel.

The Indians, incited and abetted by the French from Canada, became more destructive. The attacks were more persistent, and for the next decade the English settlements suffered greatly. During this period Haverhill experienced a number of bloody attacks. Andover also suffered from the invaders. This warfare lasted until 1713, when the "Peace of Utrecht" was signed by the mother countries. Articles of peace between the Indians and the Massachusetts colony were signed at Portsmouth on July 13 of that year. It was practically the end of Indian invasions of Andover and Haverhill.

Having emerged from the wilderness, and free from Indian invasion, Andover and Haverhill progressed more rapidly. On December 8, 1725, by an act of the General Court the western part of Haverhill was set off as a separate township under the name of Methuen. The town was named for Lord Paul Methuen, privy councillor to the King. In March, 1726, the first town meeting was held, at which the first town officers were chosen. Thus Methuen came into being, and included in the town was the site of North Lawrence. The inhabitants of Andover and Methuen gave their time largely, in the next fourscore years, to the development of the farm lands on both sides of the river.

The identity of the families who inhabited Methuen when that town was set off from Haverhill may be learned from the following list of voters at the first town meetings: John Hastings, Samuel Clark, John Messer, Daniel Lancaster, Thomas Messer, Robert Corgill, Samuel Smith, John Cross, William Cross, John Bailey, Richard Messer, Thomas Silver, Nathaniel Messer, Thomas Eaton, Thomas Whittier, Samuel Currier, Robert Swan, Ephraim Clark, James Emery, Joseph Pudney, John Reuve, Richard Swan, James Howe, Abraham Masters, James Wilson, Abiel

Messer, Daniel Peaslee, Stephen Barker, Henry Bodwell, John Gutterson, Joseph Morse, Henry Bodwell, Jr., Daniel Bodwell, Samuel Huse, James Bodwell, John Harris, William Gutterson, Benjamin Stevens, James Barker, Samuel Stevens, Zebediah Austin, Joseph Gutterson, Zebediah Barker, Thomas Austin, Thomas Richardson, Abiel Merrill, Ebenezer Barker, Joshua Swan, Jonathan Emerson, Asie Swan. One can readily see whence came the names of some localities in and about Methuen. The town of Methuen, as originally set off, included a large part of Salem, N. H., and perhaps a part of Windham.

In 1742, at the close of the first century after the settlement of Andover, the following families were recorded as taxpayers of the town: Adams, Avery, Bailey, Beard, Berry, Bevens, Bragg, Brown, Chickering, Clark, Cole, Colebe, Cummins, Delap, Diloway, Dodge, Downing, Faver, Fields, Fish, Fiske, Furbush, Gage, Goold, Gordon, Hall, Hardy, Howe, Jackson, Jenkins, Jones, Kimball, Kittredge, Lahors, Latmon, Levaly, Lewes, Mecarney, Merrill, Moriah, Noyes, Peabody, Pearce, Person, Pevy, Phillips, Scales, Seton, Shackford, Shattuck, Sibson, Smith, Steel, Steward, Stiles, Thurston, Tomson, Towns, Walcot, Warner, Whiston, Wiley, Wossen.

From 1713 to 1744 the affairs of France and England gave no pretext for warfare between their colonists in America. The history of the later Indian wars, 1744–1761, which were mostly confined to the frontiers, is separated from that of the first century and may be properly classified with the Revolutionary period, the same men being in the service in the Revolution who had been trained in the French and Indian War. From 1744 to 1749 was waged King George's War, during which the possession of the country, called by the French, Acadie (Nova Scotia), was contested by France and England, and the French and English colonists were again involved. During this controversy the expulsion of the Acadians occurred, so familiar to readers of Longfellow's "Evangeline," which tells well the story of that wicked deed. Many of the Acadian exiles were quartered in Andover, to the great annoyance of the settlers. Owing to the prejudice against their race and religion, they, for a time, suffered a wretched existence. However, through their industry and their frugality, they finally won the respect of the inhabitants who could see that these poor exiles were good-living, Christian people, deserving of sympathy.

The men of Andover and Methuen who assisted in the defense of the American colonies from French aggression, were just as quick to resent any infringement on the rights of the colonists from the mother country. Both towns gave generously in men and arms to the cause of liberty in the Revolutionary War, and the soldiers of Andover and Methuen were actively engaged at Lexington, Concord and Bunker Hill. A powder mill, erected in Andover in 1775, furnished ammunition for the Continental Army. During the War of 1812, Andover and Methuen responded, although the local men had little to do beyond the guarding of the ports.

INDIAN TRADITIONS

ONE looking down from the encompassing hills upon the hive of industry that is Lawrence today can hardly imagine that, not many generations past, the red men roamed the territory within the city limits, now so densely populated by whites. Yet, it was not so very long ago that Indians camped on both sides of the river.

Reliable history of man in this vicinity begins with the Indians. The Merrimack River (Menomack by the Indians, from Mena, an island, and awake, a place, because of the number of beautiful islands in the river) furnished a locality attractive to the Indians, who were great admirers of the beauties of nature. Along its banks was a favorable resort for their mode of life. There was plenty of fish in the river and numerous streams running into it; the light land near the water was suitable for cultivation of corn and beans, and the forests afforded abundant game.

There is no evidence showing that any particular tribe had a home in Methuen territory, or what is now North Lawrence, but it is certain that Bodwell's Falls (then situated a short distance above the present Lawrence dam), and the shores of the Spicket River were favorite resorts, especially in the fishing season. On the Andover side a company of Pentuckets had a settlement near Cochichewick Brook. Some writers have located the ancient seat of the Agawams at Bodwell's Falls.

An interesting tradition is handed down which relates how, for a roll of cloth, a pioneer purchased of the Indians their rights in all the lands he could surround in a day's travel through the forest. Commencing on the river, with his savage companions, he took a course northwestward over highlands about Spicket Falls, thence southward along the slopes of Tower Hill to the Merrimack, and by the north bank to the point of starting; thus compassing a favorite hunting ground, and including a part of the site of a future city.

Indian sachems received for their rights in Haverhill lands, including the site of the town of Methuen, three pounds and ten shillings. For six pounds and a coat, the Andover territory was secured. As Lawrence territory was but a patch in those great townships, the little over seven square miles comprising it, according to the valuation placed on it by the Indian owners, would not have exceeded ten shillings, or about two dollars and fifty cents in our own currency.

Local writers of early history have told us of an Indian village on Pine Island, and within very recent years their places of sepulchre on the Shattuck farm in West Andover have been desecrated in the hunt for skeletons, as well as stone implements which the Indians were accustomed to bury with their dead. They had a factory for arrow points among the

sand dunes where the Wood Mills now stand, and quantities of chips, the waste product of their manufacture, could be picked up there before the great mills covered the grounds.

That the Indians undoubtedly found this locality favorable, not only for fish and game, but for the tilling of the sandy fields for their supply of corn, is evident. Speaking of this phase of Indian activity, Arthur D. Marble, a former city engineer, said, that when he made the survey of Den Rock Cemetery in 1876 he was accompanied by two members of the Peters family in whose possession the land had been since white men first settled here. Back of the rock on a gentle slope to the southeast, towards the little brook which runs through the valley, he was shown an old Indian corn field. The little hills were as pronounced and unmistakable as though it was but a year or so ago that the Indian squaw, with her crude stone hoe, piled up the earth around the tender blades.

There is an allusion in the records of the General Court of 1662 to "Old Will's planting ground," which must have been near the mouth of the Spicket River, and on the east side of it. Old Will was probably one of the Wamesit Indians.

On the south bank of the river were the Indian burial grounds, one at the western limit of the city near old Laurel Grove, already mentioned, and another for their chieftains just east of Cold Spring, through which South Union Street now runs. To this crude sepulchre of savages wandering Indians have made pilgrimages within the memory of man now living. The burial ground on Shattuck's farm, just below the old steamer landing at Laurel Grove, was extensive. Whether a battlefield, a burial site in the days of pestilence (when Merrimack valley became a vast charnel house), or a usual place of burial, is not known.

It has been said that a few years before the settlement of New England by the English, a war broke out among the aborigines of the country, which resulted in the destruction of thousands of Indians. A pestilence followed, which spread far and wide, and was exceedingly fatal. It raged at intervals for two years. Whole families and tribes perished, and in some localities, seven years afterwards, the bones of the unburied lay bleaching upon the ground around their former habitations. The scourge, it is believed, was smallpox or yellow fever. Throughout the region swept, no tribe escaped its ravages.

There is a tradition that Tower Hill was an important outlook or signal station in Indian warfare; that from the summit smoke of fire signalled wandering bands.

Of the Indian village referred to, on Pine Island, four miles above Lawrence, Nancy Parker was apparently the last remnant. She was remembered by the very old settlers as a tall, wild-looking, but harmless and industrious Indian woman, making her rounds among the farmers of the region — "little dreaming that spinners would crowd to the valley by the hundreds, and that the noisy river-rapids would be harnessed to the

wheels at which they toiled. From Nancy Parker's spinning wheel to the monster mill wheel is a long step."

There is a tradition that one Bodwell, standing on the spot now occupied by Davis' foundry, with a long English musket, shot an Indian spy skulking in the tall grass on the opposite side of the river. He not only probably saved the Andover settlements from harm, but secured a fine wolf-skin robe which he found on the dead savage.

A story is told of a young pioneer who, returning from a courting visit to the fair daughter of an up-river settler, had his dream of bliss suddenly disturbed by the whizzing of a tomahawk past his head. Finding two Indians in chase, he saved himself by his knowledge of by-paths.

A story is also related about a settler who, while mowing a meadow, carelessly left his gun under a tree some distance away. An Indian who had been lying in ambush, stealthily crept up, and secured the weapon. Exultingly facing the settler who had discovered his peril, he cocked and leveled the gun. But the Indian did not reckon with the desperate courage of his intended victim. Swinging his scythe in a glittering circle, and with a yell that would have done credit to the red man himself, the farmer, without an instant's hesitation, plunged at his foe. It was too much for the Indian's nerves. He dropped the gun and fled, only to be overtaken and slain with one stroke of the scythe in the hands of the infuriated settler.

There is a tale of a surprise attack upon a garrison, while the sentry was away from his post. During the attack the wife of a settler disposed of one of the raiders in a strange manner. Snatching a ladle of boiling soap from the fire, she dashed it upon the savage's head, scalding him to death.

It is told how two children of one settler were saved from the Indians by the quick wit of a colored slave of the family. At the first alarm the servant covered each child with a tub in the cellar, and concealed herself. The Indians came into the cellar, repeatedly passing the tubs without suspecting their contents. While the children were saved, the other members of the family were massacred.

There is a tradition relating to a pioneer ancestor of the venerable poet, Whittier, who lived in the vicinity of a garrison; how he refused to sleep there nights as was customary with the settlers during Indian troubles, but remained within his own dwelling, trusting to the reputation of his sect (Quakers) to preserve his family from harm. It is said that he was never disturbed, although frequently visited by savages.

There are other traditions that relate the perils of the hardy pioneers in this section, all of which are interesting but too numerous to mention.

FIRST SETTLERS IN LAWRENCE TERRITORY

ALTHOUGH we have been unable to discover a record of a settler's house being located, in the seventeenth century, within what is today Lawrence territory, yet it is said that lands along the river banks were occupied by white dwellers as early as 1655. As there were some instances where lone settlers were unmolested by the Indians during their forays on the English settlements, it is possible that a few of them may have been able to maintain a dwelling so far from the Andover and Haverhill garrisons. However, lands south of the Merrimack River (South Lawrence) were cultivated by residents of Andover village, protected by block houses, and the meadows on the north side (North Lawrence) were mown by commoners of Haverhill from the earliest days of the Andover and Haverhill settlements.

The first permanent habitation in Lawrence territory was the ancient Bodwell house, located where Elm Street now crosses East Haverhill Street. Here it still stands, the oldest and one of the very few relics of colonial days within the confines of the city.

A very old habitation stood on the line of the Common, just east of Trinity Church. The stones of the cellar underlie the much travelled Haverhill Street. Tradition locates a rude log fort, or refuge for settlers, in Jackson Terrace; by some, it is said to have stood nearer the mouth of the Spicket River. There was also, it is said, a timber fort or stockade on the slope of Tower Hill, overlooking this valley.

When Methuen was set off from Haverhill in 1725 probably not over fifty people resided within the site of Lawrence. It was an isolated spot before the bridging of the Merrimack. World's End Pond (Still-water) was a sort of inland boundary of civilization, beyond which pioneers ventured with fear. The Andover tract was known as the "Moose Country" or the "Plain of Sodom." The Methuen district was, in retaliation, referred to as "Gomorrhah" by dwellers on the opposite bank of the river.

Nearly one hundred years rolled on after the incorporation of Methuen, bringing little change to the isolated farmers in Lawrence territory. The future site of the city had been converted into peaceful farms. At this time dwellings outside of the villages were not numerous, and, as in other farming towns, were somewhat remote from one another. There was no hum of machinery except the simple movements of small paper and grist-mills on the lower Spicket and the activity of the Stevens piano-case shop further upstream. The Merrimack flowed in its natural channel, undisturbed by the arts of man.

In this sleepy hollow was born the wonderful industrial city of today,

and the change that came in 1845 was so rapid, radical and entire that it completely overshadowed the leaven of original population, till only here and there we find a descendant of a pioneer family, and but few landmarks of the early days.

However, the site of Lawrence, before the building of the dam, was not the place of sand heaps and swamps, such as some writers have represented it to be. The great central farm of Hon. Daniel Appleton White and his ancestry included at one time three hundred acres, divided into tillage, pasturage and woodland. These lands are now covered by large mills and the most compactly settled districts of Wards Two, Three and Four. The farms of Daniel Merrill and Phineas M. Gage, that lay along the lines of Jackson, Newbury and Union Streets, between the Merrimack and Spicket Rivers, had thriving orchards and many fertile acres. The great Trull farm on Tower Hill was a fertile tract, a portion in forest. The poor farm lands of the Town of Methuen along the west side of the turnpike (Broadway) were rich in pasturage. Joshua Thwing's lands, including all the central Common and the compactly settled portions of Ward Two, were fertile, as were the farms, north of the Spicket River, owned by Herrick, Huse, Stevens, Graves and Tarbox. The corn fields, rye fields, and orchards of the Poor, Richardson, Stevens, Saunders and Shattuck families in South Lawrence gave evidence of a good soil and of careful, old-time husbandry.

Among the pioneers of the South Lawrence section were the Barnards, Stevenses and Poors; later came the Parkers and other families. The first named family trace back the title to lands nearly two hundred and fifty years. To North Lawrence came, as settlers who remained, the Bodwells, Swans, Sargents, Barkers, Poors and Marstons; possibly others, whose descendants do not remain. Notable among the sturdy yeomen, native residents, who had homesteads on the plain before the founding of the town of Lawrence, were Capt. Nathan Shattuck and Joseph Shattuck, Daniel Saunders, Ebenezer Poor, Phineas M. Gage, Benjamin Richardson, Asa Towne, Nehemiah Herrick, John Tarbox, Michael Parker, Thomas Poor, Caleb Richardson, Nathan Wells, Abiel Stevens, James and Edwin Sargent, Adolphus Durant, Samuel Ames, Fairfield White, Stephen Huse, John Graves, James Stevens and Henry Cutler. Abiel Stevens and Adolphus Durant were men of marked character, being the first manufacturers in this section.

The few dwellings of the pioneers dotting the plain on the north side were mostly upon the road leading from Lowell to Haverhill, now straightened, graded and known as Haverhill and East Haverhill Streets, and upon the Londonderry Turnpike (now Broadway). Opposite the ancient dwelling on East Haverhill Street, already mentioned, was the more modern house of Adolphus Durant, built about 1830. (Durant Square perpetuates his name.) The farmhouse and buildings of Phineas M. Gage stood in the fields on the spot now known as Jackson Terrace; the farm orchard

was in the section of the city now crossed by Orchard Street, his garden extending along the line of Garden Street. Thus the names of two city streets are accounted for. One old house was removed to make room for the original high school building opposite the Haverhill Street mall of the Common. The ancient homestead of Captain White stood near the corner of Haverhill and Lawrence Streets. His son, Judge Daniel Appleton White, who gave the citizens of Lawrence the White Fund, by which has been established an instructive course of lectures, besides material aid for the maintenance of the Public Library, was born beneath its sloping roof. The farmhouse of Fairfield White was located at the corner of Amesbury and Haverhill Streets. Another farmhouse at the corner of Franklin and Haverhill Streets was known at one time as the Sargent house. It was torn down about the time the city was incorporated.

The original farmhouse of the Methuen poor farm, formerly owned by Nathaniel Sargent, stood near the corner of Bradford Street and Broadway, then the corner of Haverhill Road and the old turnpike. The town farm lands lay along either side of the turnpike from Andover Bridge northward, with a great pasture on the easterly slope of Tower Hill, the lands of Alpheus Bodwell being in the Ward Five lowlands. West of the railway, near the corner of Haverhill and May Streets, was the dwelling of Capt. John Smith. The Bodwell farm buildings stood on the hill just westward of the ferry road. The old farmhouse has been supplanted by a modern brick structure. On the farm of Levi Emery (now cut up into house lots and largely developed) was the old farmhouse of one Ordway, a Bunker Hill patriot.

A rickety dwelling, known as the Rogers house, stood at the upper guard locks, and was demolished and replaced about the time Lawrence was incorporated as a city. The Samuel Ames farm was also located in Ward Five, and below, on the river bank near the ferry, were two ancient houses, once much resorted to in the days of ferries and fords.

On the lower Spicket was the Foster house, just below East Haverhill Street bridge, and the paper mill of A. Durant, long since supplanted and removed. The little old schoolhouse at the corner of East Haverhill and Prospect Streets was replaced by the school building which occupied this site in 1923; the one on Tower Hill was years ago removed, and the one in South Lawrence was made into a dwelling.

Where are now the Arlington Mills, stood the piano-case factory of Abiel Stevens, afterwards turned into a hat factory, and in the immediate neighborhood were the residence of father and son, the Susan Huse place, and the square house in which resided Nathan Wells.

In South Lawrence, the cross-road settlement, where Andover Street crosses Broadway, was the nearest approach to a village within the present city limits, when work began on the dam. Here were located the Essex Tavern (later converted into a dwelling), the Shawsheen Tavern (later the Revere House, which was torn down several years ago), the old pioneer

county store, and the brick building occupied by Daniel Saunders, founder of the city. The Shawsheen House was built by one John Poor with bricks made at Den Rock in a brickyard run by the Peters family in the olden days. On the Lowell road westward from this corner were the farmhouse of Theodore Poor, the Caleb Richardson estate, and the old dwellings erected by the pioneers, Barnard and Stevens. On the corner of Andover and Parker Streets stood the dwelling of Capt. Michael Parker. Parker Street perpetuates his name.

The present City Farm is a part of the old farm of Col. Thomas Poor, who saw service, with a company of fifty young men from (North) Andover, at Lexington and Concord, and took part in several other important engagements during the Revolutionary War.

Among the most noticeable of recent landmarks were the old dwellings of the Sargents and Swans, to the eastward of Prospect Hill. Some still remember the remnants of the rude fish wharves along the line of the Merimack. In the old days these were busy localities in the fishing season; there were five of them between the dam and the Essex County Training School, simple structures of rough stone and logs, each creating an eddy where the fish gathered in immense numbers. They disappeared before the onrush of progress, started with the building of the dam.

THE OLD BODWELL HOUSE

THE Bodwell house, Lawrence's most ancient landmark, stands at the southeast corner of East Haverhill and Elm Streets — mellowed by more than two centuries of time, but still retaining a ruggedness that is likely to keep it intact for many years to come. In the front yard, making the dwelling look small by comparison, towers a massive elm tree which is nearly as old as the house.

In 1921 this landmark was destined to go the way of the many other old buildings whose historical value was not regarded as sufficient to outweigh the commercial worth of their sites. The property had been sold and the new owner threatened to cut down the old elm. The historic tree and house were saved by the intervention of one of the local newspapers. *The Lawrence Telegram* started a campaign to raise funds for the preservation of this, the only monument of early colonial days within the limits of the city. The school children were enlisted, and the movement was successful.

The old dwelling was erected and first occupied by the Bodwell family, four generations of which had lived beneath its ancient roof. The estate included a tract of land, containing two hundred acres, bounded by the Spicket River on the north and east, and extending westerly to a line running north and south between the two rivers (about where Lawrence Street now is). The deed of the land dates back to the summer of 1693.

The original building, the south part of the present dwelling, was built, probably, in 1708 or 1709. Two additions were constructed later, as the children married. The old house was owned successively by Henry Bodwell, Sr., a native of North Wales; by Henry Bodwell, Jr., Henry Bodwell, 3d, and then by Joseph Bodwell, the father of the late Governor Joseph R. Bodwell of Maine.

There is a tradition that a party of workmen, engaged in raising an outhouse connected with the dwelling in June, 1775, heard the guns at the battle of Bunker Hill. Dropping their tools, they mounted their horses and galloped off in the direction of the battle-ground.

The legend in regard to the tree is, that the old elm was planted on the evening of the day the third Henry Bodwell was born, July 26, 1729, by an Indian, who was rewarded for this service with a gallon of rum and molasses. The tree, today, is one hundred feet high and the trunk at breast height measures fifteen feet ten inches.

In the records of Revolutionary War Services, at the State House, the Henry Bodwell, whose birth the tree commemorates, appears among a list of officers of Massachusetts militia, as captain in the 11th Company of the 4th Essex Regiment, commanded by Col. Samuel Johnson. He was commissioned January 14, 1779.

The Bodwell house has been much changed by successive repairs and alterations, though the foundation of the original portion is made as if to last forever. The chimney is of immense proportions, measuring twenty feet by thirteen at the base. It was built, it is said, in 1738, although bricks marked "1688" have been taken from the huge chimney. They are laid in mortar, made by admixture of clay and chopped straw. One interested in colonial building construction will find plenty of evidence of it in this old dwelling.

* * * * *

In keeping with the historic atmosphere of the Bodwell house are the occupants at this writing — Mrs. Fanny (Swan) Lee and her daughter. Mrs. Lee is a descendant of one of the pioneer families in this section. She was born on September 7, 1840, in the ancient dwelling which had set near the northeast corner of Ferry and Prospect Streets. For the past forty years she has made her home in the old Bodwell house. She taught for thirty years in the public schools of Lawrence, the last twenty years of which were at the Walton School where she was principal. She retired about twenty-five years ago. She is the daughter of Isaac and Nancy Swan.

Her grandfather, Joshua Swan, was a soldier of the Revolution. When the clouds of war were gathering he was serving his apprenticeship in the blacksmith trade. He enlisted in the Waltham company, and marched to Lexington at the alarm of April 19, 1775. He was in the Battle of Bunker Hill and several other important engagements.

For three years Swan was an artificer in General Washington's own command. He narrowly escaped death at the memorable Battle of Brandywine. He was at Ticonderoga, and was also engaged, in 1777, in the defense of the fortifications at West Point when Sir Henry Clinton was attempting to make his way up the river to join Burgoyne, who was contending with Gates on the upper Hudson. This stronghold was for a time Washington's headquarters; and in 1780 it was under the command of Benedict Arnold, whose plan to betray it to the British was frustrated by the capture of André.

On April 30, 1777, to prevent the British vessels from ascending the Hudson, the Americans placed a strong chain across the river. Here Swan's experience as a blacksmith came into very practical use. He assisted in forging this chain, which was stretched across the stream at a point about opposite Constitution Island. It was fifteen hundred feet in length, each link three feet eleven inches long and three and one-half inches thick. The total weight was one hundred and eighty-six tons. Logs were used to float this barrier which was submerged a short distance below the surface. Heavy anchors were required to keep it in position. It remained unbroken till the end of the war.

Fifteen links of this chain are, at this writing, mounted on three

stone posts on the estate of the late Edward F. Searles in Methuen, in the rear of the Washington Monument, off Lawrence Street.

It was Swan's knowledge of iron work that brought him into the Company of Artificers of the Continental Army. He served in Captain Parker's company, Colonel Baldwin's Regulars, from March 10, 1777, to December, 1779, in that capacity. A part of his work was to shoe horses. His orders were "To make them stand in line and take them in the order in which they came." An amusing incident is related in this connection.

One day a negro came, leading a horse out of line, and asked to have him shod at once. Swan declined. "But," said the negro, "it is Massa Washington's horse." "Massa Washington's horse must wait his turn," said Swan, and he did.

Joshua Swan was born in Methuen (in the section which is now included in Lawrence), March 12, 1755, and died in Methuen, March 25, 1845. On October 28, 1748, he married Deborah Burbank, who was born in (North) Andover, March 16, 1765, and died in Methuen, October 12, 1832.

EARLY ROADS AND FERRIES

MEANS of travel hereabouts has had its periods of evolution from the very earliest days. The first white settlers used the natural highways, the rivers, which accounts for the original inland towns being located along the Merrimack and its tributaries.

But all activities could not be confined to the river banks, and a share of land travel became necessary. The little path leading to the distant corn field, meadow or woodlot, grew into a single track, just passable for a horse and his rider. This later developed into a broader track over which the ox teams travelled. From merely connecting the fields the path joined with others that ran to the farms of remote neighbors. And so they grew till in time they connected up with the various towns and became highways. The first main roads between towns followed the Indian trails, and were crooked and difficult of travel.

As wheeled vehicles came more and more into general use the roads were better developed. By the time of the Revolution good carriage roads ran in direct communication between most of the towns in Essex County. The turnpike era, with its stagecoach lines, commenced in Massachusetts in 1796, when the first act of incorporation of a turnpike was passed, and generally it ended about 1850 when railroads had become prevalent.

The year 1673 saw the establishment of post roads in this section of the country. All through the colonial days, and even through the first decade of the nineteenth century, the mail was carried by post-riders on all the main post roads, and it was still a number of years before they ceased carrying it on the out-of-the-way roads. One of the first post roads in New England was the Boston Post Road, a chain of paths linking Boston and New York.

In the earliest days there were the fords for crossing the streams; then came the ferries with their big, flat-bottom boats. These were followed by the toll bridges. Andover Bridge, built in 1793, was the second bridge constructed over the Merrimack River in Essex County. The earliest of these structures appears to be what is generally called the "Chain Bridge," connecting Newburyport and that part of Amesbury which was formerly included in the town of Salisbury.

The Londonderry Turnpike was incorporated in 1804, and ran "as straight as it could be laid out" from Concord, N. H., to the state line near Andover Bridge, where it connected with the Essex Turnpike of Massachusetts, and formed with that "about as direct a line between Concord and Boston as one could reasonably wish." The Londonderry Turnpike was opened about 1806. From Concord, N. H., it passed through Hookset and Auburn, thence through Derry Centre and across the northerly end

of Canobie Lake. The road pointed straight for the top of the hill over which the Essex Turnpike climbed in Methuen. The latter corporation later went out of existence and the combined roads came to be known as the Londonderry Turnpike.

The Andover and Medford section was built in 1805. Joined with the road from the north, it crossed Andover Bridge and continued through Andover, Stoneham and Medford. A beautiful automobile ride is offered today over this old turnpike, traversing the heart of the Middlesex Fells of the Metropolitan Park System, and skirting the west shore of Spot Pond.

At Andover Bridge, a branch of the Londonderry Turnpike was run southeasterly through North Andover and Middleton to Danvers, thus entering Salem. This has been known as the Salem Turnpike.

The old ferry roads had much travel before the building of Andover Bridge. They compassed the valley, now the site of Lawrence. The westerly road approached from the north, reaching the Merrimack at Bodwell's Ferry, near the pumping station, by the way of what is now Reservoir, Ames and Doyle Streets. The easterly road ran, as it now runs, over and a little to the eastward of Prospect Hill, by the way of what is now Ferry Street, reaching the Merrimack at Marston's Ferry, near the Lawrence poor farm, where was also, in the olden time, a ford. Ferry Street is a portion of the old "King's Highway," built by order of King George III for military purposes.

These were the principal crossings on the river. The latter, Marston's, was established, primarily, to enable settlers to pursue northern Indian bands, who often appeared on the north bank, doing much mischief and escaping unpunished. Both ferries were discontinued when Andover Bridge was built in 1793.

After the building of Andover Bridge, a rough roadway ran from the bridge, northeasterly across the lowlands, to a point just west of the First Baptist Church, corner of Haverhill and Amesbury Streets, where it joined the Haverhill road.

In locating streets in the "new city," the Essex Company engineers utilized a few old thoroughfares. Haverhill and East Haverhill Streets follow substantially old county roads, changed somewhat in grade and direction; they were once an Indian and settlers' trail which led westward from Haverhill in the direction of Dracut and Chelmsford. Broadway is a section of the Londonderry Turnpike. Portions of Cross, Arlington, Berkeley and Marston Streets in North Lawrence, and of Lowell Road (Andover Street), Salem Turnpike (Winthrop Avenue) and Merrimack Street in South Lawrence, with the ferry and back roads in the outlying wards, also follow substantially old thoroughfares.

ANDOVER BRIDGE

ANDOVER BRIDGE, the first bridge to span the Merrimack River at Lawrence, was built by a corporation known as the "Proprietors of Andover Bridge." This was the oldest corporation within Lawrence limits. In March, 1793, in the closing year of the first administration of President George Washington, an act was passed by the General Court of Massachusetts incorporating Samuel Abbott and John White, esquires, with Joseph Stevens, merchant, and Ebenezer Poor, yeoman, and associates, as the "Proprietors of Andover Bridge," for the purpose of erecting a bridge over the Merrimack River from Andover to Methuen, at Bodwell's Falls, close to where the Broadway Bridge now stands. The charter provided that the bridge should be built within three years, should not be less than twenty-eight feet wide, should have a centre span of one hundred and ten feet reach, over the main channel, to insure easy passage for great timber rafts. Tolls were fixed by the act for foot passengers and every kind of carriage from a chariot to a wheel-barrow.

The first structure stood on huge wooden piers, and cost about twelve thousand dollars. The opening of the bridge, November 19, 1793, was a great local event. A company of infantry and a company of cavalry did escort duty at the celebration, which was attended by many notable people from miles about. A boy named Stevens, while attempting to pass a guard stationed to keep the bridge clear for invited dignitaries, was fatally bayoneted by a soldier. Otherwise the occasion was of a joyful nature.

The corporation had a hard time of it. Adversity perched on its shoulders at the start, and frequently bore heavily on its patience and resources. Bridge building experience was limited then and the new structure had an ailing existence for eight or nine years. On August 28, 1801, a part of the bridge fell in ruins while a drove of cattle was passing over it. Some of the herd, fifty-nine sheep, six cows and a saddle horse, perished in the waters of the river, and were paid for by the "proprietors." In the winter of 1802-3 the superstructure was rebuilt, but shortly afterward the great centre span collapsed. It was promptly repaired. Yet, four years thereafter, February 15, 1807, a great freshet and run of ice swept away the larger part of the bridge.

The structure had stood on the site of the present railroad bridge, but at the next rebuilding it was moved upstream to the present location, and permanent stone piers were substituted for wood. These piers at times were badly damaged by ice and logs. They were demolished, with the exception of one, when the present iron structure was erected in 1881. The remaining pier still stands in the bed of the river under the Falls Bridge, but it does not sustain the structure.

In 1837 the old bridge was built, over which rode many of the first comers to the new city. It was a primitive affair without sidewalks. The entire width of twenty feet was reduced by huge strengthening timbers within the high board railing, leaving but seventeen feet of passageway crowded with travellers flocking in and teams loaded with material for the dam, canal, new buildings and mill foundations, from the ledges of South Lawrence and elsewhere.

In 1846 the bridge was absorbed by the Essex Company, and in the spring of 1848 the structure was raised nearly ten feet to the level of the railway line. This new structure was of a frame truss type. In the freshet of 1852, the toll house, south abutment and fishway all went down in the rush of waters. In 1858 the bridge was thoroughly reconstructed by the late Morris Knowles.

The bridge remained a toll bridge until 1868, when it became free, as a public highway, the city paying the larger part of the value and assuming the care of the bridge under the county commissioners' award. At the same time, Lawrence Bridge at Union Street was made free in a like manner. The latter had been built in 1854-55 for the purpose of accommodating North Andover and Lawrence, and also avoiding the railroad crossing at grade, near the Andover Bridge. Both bridges were destroyed by fire, Andover Bridge in 1881 and Lawrence Bridge in 1887, and were replaced by the present iron structures.

Andover Bridge, for over half a century, prior to the building of the dam, was the centre of activity in this locality and at the time of the influx to the "new city" it was the busiest place in the valley. But a short distance from the south end were the taverns at Shawsheen Corner (corner Andover Street and South Broadway), the scene of many joyous as well as bibulous gatherings. The half mile from the bridge to this corner was the race track in the olden times. On muster and training days the old militia marched over the swaying arches, here and there in the ranks revolutionary patriots.

About 1814 some fifteen British officers, prisoners, were quartered at Shawsheen Corner to keep them away from the shipping of the ports. They proved quite an attraction, especially to the women of Shawsheen Fields (South Lawrence), who found them to be excellent dancers.

On June 20, 1825, General Lafayette passed over Andover Bridge in his triumphal journey from Boston to Concord, N. H.

It was on this bridge that Daniel Saunders and his associates stood, in March, 1845, when they formulated the plan of harnessing the waters of the Merrimack River for the use of industry, and of laying the foundation of the city.

TOPOGRAPHY OF LAWRENCE

THE topography of the territory hereabouts has undergone most remarkable changes, according to geologists and early historians. Far back in the dim past, we are told, the region comprising Lawrence and the surrounding towns constituted a vast lake, and by some upheaval in nature the surface of the earth was changed, leaving a few ponds as slight remnants of that inland sea. Cochichewick, Mystic, Haggett's and World's End (Stillwater) Ponds are said to be puddles remaining after subsidence of waters let loose from their beds by an unusual convulsion of nature. We are also told that during the glacial period the Merrimack flowed in a closed tunnel under the ice and emptied its waters into Boston harbor. The glaciers gradually melted away and slowly retreated northward. At Lowell was left a pile of drift which formed a dam so strong that the river was turned to its present course, in a northeasterly direction, through Lawrence, Haverhill and Amesbury, thus finding its ocean outlet at Newburyport.

Therefore, to this phenomena we are apparently indebted, primarily, for the creation of Deer Jump, Peters' and Bodwell's Falls which furnished the unlimited water power that made Lawrence possible.

However, let us get down to a less remote period and briefly consider the appearance of this locality just prior to the construction of the dam. There was a deep depression east of Union Street, and the very bottom of that part of the North Canal rests on made land. The eastern part of the site of the Common was an alder swamp, drained by a brook running through Jackson Street and emptying into the Merrimack. There was another low basin between Amesbury, Haverhill and Franklin Streets, which found its drainage outlet southward through Lawrence Street. This basin, long since filled and drained, has become the heart of population in Wards Three and Four. There was a fourth depression near the North Depot, filled with muddy water, from which hornpouts were sometimes taken. The lowlands beyond the depot and those extending along West Street in Ward Five are still remembered. There were sand hills in several places and a bluestone ridge extending south of, and parallel with Essex Street, between Lawrence and Newbury Streets. South of the river was a rolling, sandy plain, partly covered by thick growths of trees.

The topography of Lawrence has seen changes beyond what is shown by the foregoing. It is almost impossible to believe the Spicket River ever ran in the very crooked channel the old maps show. Yet it was even more crooked than these small scale maps can show. Several ponds in various sections have disappeared with development of the land.

Today the position and appearance of Lawrence is well described

as follows: The city lies in latitude 42 degrees, 42 minutes, 13 seconds, and in longitude 71 degrees, 10 minutes, 13 seconds west from Greenwich; has a little over seven square miles (4,577 acres) area, of which 2,216 acres are in the northern district, taken from the town of Methuen; 2,097 acres, south of the Merrimack River, were taken from the town of Andover. The water area is 264 acres. Excluding water surface, railway rights of way, public and church lands, 3,074 acres remain as taxable estates.

The city proper lies in a broad and open plain. The central and populous wards are upon the rolling swell of land on the north bank of the Merrimack River, where that stream curves about the great mills. The southern district, less thickly populated, is a wide plain, extending westward from Shawsheen River, somewhat rolling and broken near the western limits. The highlands west of the city, known as Tower Hill, and the rolling ridge, Prospect Hill, eastward, are sites of picturesque residences. These heights command wide views, their southern slopes rising abruptly from the bank of the Merrimack. The valley enclosed by these ridges is nearly two miles broad, extending northerly and southerly to higher lands at city limits.

The highest point in the city is at the base of the standpipe on Tower Hill, having an elevation of two hundred and fifty feet. The highest residential point is the site now occupied by the residence of Daniel J. Murphy, the city solicitor, on top of Emery Hill (a section of Tower Hill). It has an elevation of two hundred and forty-eight feet. The highest point on Prospect Hill is on Howard Street, just south of the Rollins School, an elevation of one hundred and eighty feet. The highest point on Phillips Hill, at the southern limit of the city, is on Mt. Vernon Street, near Beacon Street, an elevation of one hundred and seventy-five feet. At the northern limit of the city is Clover Hill, with an elevation of one hundred and fifty-three feet. Its highest point is on Berkeley Street, near the Methuen line.

All elevations in Lawrence are based on the Essex Company's datum, an arbitrary base fixed by that company when it started operations here, and which is supposed to be the lowest point in the city. This datum plane was fixed at fifty feet below the bottom of the breast water wheels at the old Massachusetts Mills in Lowell. There is no particular point as to its location, but it is 34.12 feet below the crest stone of the dam.

If one should care to learn the elevations of the hills above sea level, he should, in every instance, add 5.27 feet to the figures already given.

The geographical centre of Lawrence lies between the South Canal and the Merrimack River, on the site of the Lawrence Dye Works, now occupied by the United States Worsted Corporation.

The towns of Methuen, Andover and North Andover encircle the city. Andover has an area of thirty-two square miles. North Andover, set off from Andover in 1855, has the same area as Methuen, twenty-seven square miles.

THE ESSEX COMPANY

THE history of the Essex Company is practically the story of the founding and early development of Lawrence. This corporation carried out the idea upon which the city is built — harnessing of the waters of the Merrimack River and turning their power to the promotion of manufacturing industry. With the construction of the great dam was laid the corner stone of Lawrence, one of the foremost textile manufacturing cities in the world.

From the very beginning the Essex Company was closely identified with the growth of the community. Not only did it make possible, through the wonderful waterpower it established, the foundation of the city's great industries, but it was a tremendous factor in inaugurating many of the public improvements and utilities, the benefits of which the present generation is enjoying.

The Merrimack Water Power Association, formed in 1843, with Samuel Lawrence as president and treasurer, and Daniel Saunders as agent, with associates, mainly from Lowell, was the forerunner of this more powerful, chartered company. The pioneer association secured lands and made surveys that greatly simplified and facilitated later operations. It had been demonstrated that, at and about Bodwell's Falls by the historic Andover Bridge, there lay a tract of land resting upon foundations of imperishable bluestone and so shaped and environed by nature as to be a rare site for a permanent dam and a connected system of canals, and for the building of a manufacturing city. Industries having been established at Lowell and elsewhere in New England, from 1825 to 1845, enterprising operators were already convinced that great opportunities for the employment of capital and labor lay in the establishment of textile industries by water falls on the Merrimack River.

It, therefore, came to pass that the Essex Company was incorporated March 20, 1845, and on that very day the active promoters visited the site of Lawrence and perfected general plans for future operations. In less than one month from the granting of the charter the company was duly organized and the capital of one million dollars had been subscribed without the issue of circular or prospectus. The directors were Abbott Lawrence, Nathan Appleton, Patrick T. Jackson, John A. Lowell, Ignatius Sargent, William Sturgis and Charles S. Storrow, all manufacturers or financiers of high character.

The work of this company at Lawrence in early years was primarily important. It controlled and forced the situation. Aside from operations at Lowell there were really few models for guidance, and founders were required to design and also to execute plans. Fortunately, at the outset,

Charles S. Storrow, the pioneer railroad superintendent and engineer, who for several years had successfully managed the first passenger railway in New England — the line from Boston to Lowell — became the resident manager of the company's affairs, and, with a corps of assistants, immediately commenced locating and constructing the dam and canals and laying out the new town in accordance with a definite and well considered plan.

Abbott Lawrence was president of the company during all the early years. These two men, both enthusiastic and forceful in the execution of plans, pushed forward the work of development and of town building with a rapidity that won the admiration of those who watched every step of progress. Daniel Saunders was upon the spot, a shrewd adviser and a judicious purchaser of needed lands.

It has been said that Lawrence was, at the beginning, purely a business enterprise, but it is also conceded that the needs of a future community were clearly foreseen by the promoters and that steps were wisely taken to provide for coming population in advance of the then prevailing conception of public needs. Seldom do promoters encounter at the start more difficulties than did the founders of Lawrence. Textile manufacturing, in monster mills, was then an experiment in America. The works designed were upon a large scale, requiring heavy outlay and years of working and waiting for conclusive results. When operations were fairly begun adverse legislation and financial depression came to hinder and disturb, but the directors and managers of this company were men of courage, integrity and loyalty. Their fortunes and their reputations were staked upon the success of an enterprise that would affect the lives of thousands of men and women in this, and in other lands, and provide new opportunities for bread winners. Failure would result in loss to the stockholders and would also prove a public calamity and a blow at industrial development in America. The leaders, doubtless, had an eye for ultimate profits, but there was also a philanthropic spirit manifest in their action.

The public at this day probably does not fully realize the extent of the activities of the Essex Company, prior to the incorporation of the city. Besides building the dam, canals, the first streets and drainage system, and fitting lands for habitation, the company built, equipped and for years operated the great machine shop, with foundry and forge shops, all of stone, (afterward controlled by a company organized as the "Lawrence Machine Shop," and now included in the Everett Mills group); also built fifty brick dwellings and a large boarding house, and made expensive improvements in deepening and straightening the Spicket River from the Machine Shop raceway to its mouth.

As a protection against fire, at the joint cost of the company and the Bay State Mills, the Prospect Hill reservoir was built and connected with a system of water mains. Andover Bridge was purchased and repaired by it; a fine brick hotel (in later years enlarged and now the

present Franklin House) was erected; gas works were needed and this company, joining with the Bay State Mills, built the first works; the lumber dock on Water Street was excavated, and lumber manufactured and sold in immense quantities during the busy early construction period.

In the loft of the machine shop a full set of worsted machinery was set up and operated experimentally—the first attempt to develop that since important and growing industry of the city. Flumes, raceways, wheelpits and protecting walls were built, at great cost, at the central mill site. The company also engineered and built for owners, and, in some cases, built and sold to the original owners, the first Atlantic Cotton Mills, the Upper Pacific Mills, the Pemberton, Duck and Machine Shop buildings.

The central and beautiful Common, Storrow Park, Bodwell Park, Union Park and Stockton Park, besides a large tract of land on the west bank of the Shawsheen River, from Market to Andover Streets, were reserved by the company and conveyed by deed of gift to the inhabitants of Lawrence to be forever used as public grounds. Besides for recreation, it gave freely of lands for religious and educational purposes. In fact, there was hardly an activity working toward the development and advancement of the “new city,” in which this corporation was not concerned. It was only after the progress of Lawrence was well under way and new enterprises took up the task of further development that the Essex Company turned its entire attention to the care of its own works, and the business of the company is now practically confined to the rental of its mill powers and the improvement of its remaining lands.

It may be truthfully said that few incorporated companies have been operated continuously, for nearly eighty years, along definite lines so little changed. In the whole history of the company there have been but two treasurers in general management, Charles S. Storrow and Howard Stockton. The engineers in charge have been Capt. Charles H. Bigelow, Benjamin Coolidge, Hiram F. Mills and Richard A. Hale. George D. Cabot, Capt. John R. Rollins, Henry H. Hall, Robert H. Tewksbury and Roland A. Prescott have in turn served as accountant and cashier. George Sanborn was connected with the company for fifty-two years, from 1845 to 1898, the most of the time as superintendent of outside construction. At his death, in 1898, he was succeeded by his son, George A. Sanborn. In 1922 he was in turn succeeded by Calvin J. Penney.

A large percentage of titles to real estate in Lawrence originated with the Essex Company and its records of deeds and surveys, open for public inspection, greatly simplify the work of examiners in perfecting titles.

BUILDING OF THE DAM

THE construction of "The Great Stone Dam," perhaps the greatest contributing factor in developing Lawrence as one of the leading manufacturing cities of the country, was begun in the summer of 1845 and completed three years later.

At the time of building it was the most massive structure of the kind in the country and it remains, after nearly fourscore years, as permanent and complete as when first imbedded upon the solid rock foundation.

Within a few months of the organization of the Essex Company, July 5, 1845, the contract for the construction work was let to Gilmore & Carpenter. Excavations commenced August 1, 1845. The first stone was laid in the foundation line of headers at a point near the center of the river, by John A. Carpenter, of the firm of contractors, on September 19, 1845, and three years afterward, September 19, 1848, on the same day of the month and hour of the day, the last stone of the completed structure was laid at a point above the first bed stone, under the direction of the same contractor. The engineer in charge of the construction was Charles H. Bigelow, a captain of engineers in the United States Army. Under his supervision the North Canal also was constructed.

The dam is constructed of huge granite blocks, laid in hydraulic cement, firmly embedded and bolted upon the river rockbed. The thickness at the base is 35 feet, narrowed gradually to about 13 feet at the crest stone. The greatest height of masonry is 32 feet and the average plunge of water 25 to 26 feet without flashboards. The masonry, including wings extending inland, is 1,629 feet in length. The overflow of water is 900 feet wide from wing to wing, the crest line curving slightly upstream. A solid filling of earth, backing the masonry and sloping back one foot in six, protects the structure. The south wing wall is 324 feet long and the north wing 405 feet. The original cost of the structure at the time of building, when prices of labor and material ruled low, was about \$250,000.

It is conceded to this day that the dam and guard locks were an advance upon engineering methods at the time. No rebuilding or special repair has been needed, as no weakness or defect has been apparent since its completion. It stood the test of the flood of 1852, the most destructive on record for the Merrimack River, when the old toll house, part of the Falls Bridge and the fishway went into the swirl of water, ice, logs and débris.

The building of the North Canal went on simultaneously with the construction of the dam. Water was let into the upper portion of this canal, to test the banks, on November 29, 1847. The guard locks were finished the same month. The entire canal was not filled until a year later, however. The North, or principal canal, is 5,330 feet in length

and 100 feet wide at the beginning, narrowing to 60 feet at the outlet and is 12 feet in depth, the bottom being graded to a fall of one foot in 10,000, or six inches in its course.

The banks of the canal are, to a large extent, artificial, necessitating a vast amount of thorough construction. The stream follows the line of the river, and the intervening space, measuring about 400 feet, is now the site of a continuous line of some of the city's most important industrial plants.

The South Canal, built by stages in more recent years, now measures three-quarters of a mile in length, is 60 feet wide and 10 feet deep.

SOURCE OF WATER POWER

THE Merrimack River, from which Lawrence gets its magnificent water power, was discovered in 1605 by De Champlain, a French navigator who had accompanied an expedition up the St. Lawrence River in the country then called New France.

With a view of locating settlements, De Champlain explored the coast as far south as Cape Cod. But the Indians were so numerous and unfriendly that he gave up the idea of a settlement, and proceeded to learn the direction of the coast and other facts helpful to navigation. While pursuing this plan he discovered the Merrimack. He named it "Rivière du Guast," in honor of Pierre du Guast, first governor of the French possessions in America. The name given by the Indians, however, clung, and it has continued to be called Merrimack up to this day.

The Merrimack stands preëminent, the greatest textile manufacturing river in the civilized world. Having its rise in the White Mountains, whose lofty peaks condense the vapor of the atmosphere into clouds and cause them to yield copious rains, its water power possibilities are apparent at its very source. Then, along its course the numerous hills with their interlying valleys and broad lakes, elevated above the ocean, contribute to the unmeasured powers, all of which the arts of man have made subservient to the comfort and wealth of the communities on the river.

The Merrimack drains an area of 4,400 square miles, 3,582 of which are in New Hampshire. The extreme northern source is in a tiny lake on the side of Willey Mountain, so called for the Willey family which was destroyed by the terrible landslide that occurred on its eastern slope in 1826. At the base of this mountain the stream begins its course, running between forty miles of mountain ranges, and swelling as it flows. Here it is known as the Pemigewasset. The Merrimack takes its name at Franklin, N. H., at the confluence of the Pemigewasset and Winnepesaukee Rivers. The latter stream is the outlet of Lake Winnepesaukee. (The length of the Merrimack River is 150 miles, exclusive of the Pemigewasset.)

From this confluence the river runs through numerous textile cities and towns, and in its course to the sea passes through Lawrence. Here enter two of its tributaries, the Spicket and Shawsheen Rivers, the former furnishing water power for mills in Methuen and our own Arlington Mills, and the latter supplying power for mills in Andover. The Spicket rises in Big Island Pond, which is located in East Derry, and in Hampstead, N. H., so well known for its trailing arbutus, or Mayflowers. The source of the Shawsheen River is in Lincoln, a town in Middlesex County, 17

miles west of Boston on the Fitchburg division of the B. & M. R. R. It pursues a northeast course through Bedford, Billerica, Tewksbury and Andover.

At Lawrence the Merrimack River is harnessed to the mill wheels by the Essex Company's hydraulic works. The dam of this company crosses the river near the foot of what were known as Bodwell's Falls, over which it backs the water, deadening the current for a distance of nine miles, to the foot of Hunt's Falls at Lowell, with an average width of 600 feet, giving a pond area of 29,000,000 square feet, or a little over a square mile.

In this great pond or reservoir is held 10,000 permanent horsepower the greater part of the year, and as much more depending upon the quantity of water in the river. During the spring freshets the water is at its greatest height. The water has been as high as 10 feet above the stone crest of the dam. This was in 1852. The nearest approach to that height was in the spring of 1896 when there was a flow over the crest of 9.86 feet. Through suitable sluiceways, built of masonry and controlled by headgates, the water in the river is conveyed into the power canals.

The deepest place in the river between the dam in Lawrence and Hunt's Falls at Lowell is opposite the filter gallery, about on a line with the Lawrence pumping station and a ledge on the south shore, known as Rocky Point. At this location there is a depth of about 55 feet with the river at normal height. Another deep place is in the "Narrows" at Breezy Point, about a mile below old Belle Grove. At the normal height of the river the depth here is about 40 feet. The river bottom is undulating, and in some places it is but several feet below the surface of the water. The average depth is about 14 feet.

* * * *

In the winter the ice on the river is usually from 18 to 24 inches thick, from the dam to Hunt's Falls. Most of the city's ice supply comes from it, and it has provided plenty of exercise for long-distance skaters. Besides, in days gone by, there have been some exciting brushes between local horse racers on its frozen surface.

FIRST COMERS TO "NEW CITY"

THE influx of population, following the beginning of the construction of the dam, brought a great number of people from various walks of life to the "new city." Business and professional men, and mechanics and laborers of all kinds began to settle here, coming from the country for miles about.

Among the first comers was Amos D. Pillsbury of Georgetown, who came to procure a shop for the manufacture and repair of shoes. Finding no place available, he went to Newburyport where he purchased a gondola. Building a cabin on the craft and putting in a stock of boots, shoes, leather, cooking utensils and provisions, he arrived at the "new city" just before the first land sale. Anchoring in the river below the bridge, he threw out his plank and commenced business. Here he continued until cold weather, when he removed to Essex Street into one of the new stores. He built, in 1847, a building near the lower end of Common Street, which he called the Montezuma House, one of the first hotels here. It was built without plan or system; the usual order of procedure was reversed by commencing at the top and leaving off at the cellar, it being raised and the roof covered before the cellar was dug. After a slight application of Spanish paint and the painting of the word Montezuma in large letters where no one would expect to see it, the building was completed. The walls of the house were covered with religious mottoes, and the guests were regaled with a constant flow of Scriptural quotations from the proprietor, in place of the intoxicating beverages that were to be found at the other hotels. Both the Montezuma and its proprietor were noted for their peculiarities. About this time Horace Greeley visited the town and stopped at the Montezuma, having been directed there upon inquiring for a hotel where liquor was not dispensed. Being of the same mind as regards the use of intoxicants, the famous journalist probably found his host interesting.

Another early trader was John C. Dow, who, for several years, conducted a book and stationery store. John Colby opened a similar establishment about the same time, October 15, 1846. The first dry goods dealer was Artemus W. Stearns, who opened a store on Amesbury Street in 1846. Mr. Stearns erected the building on Essex Street in 1854, which is now a part of the block occupied by the A. B. Sutherland Company. The first clothing dealer was William R. Spalding, who came here in 1846. Hezekiah Plummer, the first lumber dealer, erected a steam mill in South Lawrence for supplying lumber for the growing wants of the new town. Joseph Couch was the first trial justice. The first druggist was Nathaniel Wilson, who came June 24, 1846. The first baker was Jeremiah S. Field,

who commenced running a cart Monday, January 25, 1847. The first mechanic locating in Lawrence was Henry Goodell, who came here in the employ of the Essex Company, May 15, 1845. The first attorney was Henry Flanders, who settled here March 10, 1846. Dr. Moses L. Atkinson, the first physician in Lawrence, opened an office on Turnpike Street (Broadway) on January 1, 1846.

On February 6, 1849, the Lawrence Brass Band was organized. This early musical organization still exists. The first private school was opened on March 1, 1847, in the Essex Company's building on Turnpike Street, which was later removed to the "plains." The first grammar school was established in 1848, on the site of the Unitarian Church, on Jackson Street. The following year the high school was opened.

The pioneer Shawsheen House, the Oak Street House, the Montezuma and the United States Hotel were among the first hostelries, the last mentioned being destroyed by fire on August 12, 1859. Another was the Coburn House, opened in November, 1847, by the Essex Company, now greatly enlarged and called the Franklin House. The Merrimack House was built about the same time at the corner of Broadway and Tremont Street. This was burned in 1849 and not rebuilt. The Franklin is the only one of the early hotels remaining. The first boarding house was opened by Timothy Osgood, at 2 Turnpike Street, on December 4, 1845. This was the first dwelling house raised here after the starting of operations on the dam.

The first brick store buildings on the south side were erected by J. N. Gage, near the bridge, in 1846; the first on the north side, by Albert and Joseph Smith and Daniel Floyd, on Common Street, below Newbury Street. Ground was broken for the first block of brick stores on Essex Street, afterwards known as Merchants Row, about the first of January, 1847.

The first fraternal organization here, a lodge of Odd Fellows, was organized May 10, 1847. Ground was broken for the first mill, the Bay State, June 9, 1846. The first post office was opened September 7, 1846, and named Merrimack. The first house of worship was erected by Grace Episcopal Church in 1846. The first printing ever executed here was a handbill issued September 26, 1846, announcing that the *Merrimack Courier* would be issued October 9. The first brick for a brick block was laid August 12, 1846. It was the block at the corner of Methuen and Hampshire Streets, being No. 1 of the Atlantic Mills boarding houses.

The first grocery store was opened in 1845, on the south side of the river, by Josiah Crosby. This store, with stock, was afterward bought by Joseph Shattuck, who, with his brother Charles, conducted the business in the brick block, built by them on Essex Street, until 1887, when they retired and were succeeded by Henry A. Buell & Co. This block at the corner of Amesbury and Essex Streets was occupied by the Lawrence Gas Company until 1924, when it was torn down to be replaced by a more modern structure.

OLD LANDMARKS AND DESIGNATIONS

THERE are, in Lawrence today, few landmarks of the olden time. Nearly all of them have been lost in the expansive development, in which there has been little sentiment favoring the retention of reminders of the early days that stood in the way of progress.

Norcross Pond, which received the drainage from the south side of Tower Hill, and which was used as a lumber dock, into which logs were floated from the river to be cut into boards in the saw mill close by, is gone. Potter's Pond, away up on the slope of the hill near its top, where a big lump of ice probably got stranded, left behind by the melting glacier, was used as a dump by the city's health department, and it has now entirely disappeared. Shanty Pond, on the opposite side of the river, is preserved in the title of the main sewer draining the district. Gale's Hill was prominent in the west part of the city until it was carted into the swamps of Ward Five. General Gale had owned most of the hill and had built an interesting octagonal concrete house on its top. Out of this hill came the sand for the first filter bed.

The old log dam upon the lower Spicket was carried away in the summer of 1878. It was an ancient affair, one of the few old landmarks. The current above the dam was sluggish, the course crooked. The breaking of this dam drained the usually deep river at this point, and revealed the foundations of a still older dam above it, of which there seems to be no account preserved, either in records or traditions. It is said, however, that long ago there was a furnace at that point for smelting iron.

Where the Public Library now stands was a pond in which boys used to swim. One man even committed suicide there by drowning.

What is known as the old Bailey house, at the northeast corner of Andover and Parker Streets, is one of the few landmarks of the colonial days. The original owner was Capt. Michael Parker. Several generations of the Bailey family have since occupied it.

On the southwest corner of Andover and Beacon Streets is a house which is very old. Before Andover Bridge was built this house served as a sort of tavern in connection with Bodwell's Ferry. Parties stopped there over night. In the morning, if they desired to cross on the ferry, a flag signal was given from the house to the ferryman on the other side of the river. The color of the flag would apprise him of the nature of the passage desired. For foot passengers a light boat was used, and for vehicles, livestock and such, a heavy, flat-bottom boat was propelled across the river. The house is familiarly known as the Daniel Valpey place, although it had previously been occupied by a branch of the Richardson

family. An interesting incident occurred at this old house when the town had just started. Samuel Lawrence, of the family for whom the town was named, was interested in the erection of the old Bay State Mills, and in 1848, almost daily, he used to drive over the road from Lowell to watch the construction of that plant. One day he was thrown from his carriage and injured when driving by this old house. He was carried into the dwelling and cared for by the Richardsons. His injuries were such that he was obliged to avail himself of the hospitality of the household for several days, at least. While he was there the stork visited the Richardson family and left a baby boy. In honor of the distinguished guest the baby was named Samuel Lawrence Richardson. At this writing, that baby, grown to manhood and now in the winter of life, is still with us, residing at 631 Andover Street.

South of Andover Street, and just west of the B. L. McDonald Company's sand bank, is an old stone dam which lays across what remains of a small stream that ran through the T. Barnard farm. This structure was erected shortly before the Essex Company began building its dam in the river, and it was the cause of some litigation between one Hazen and the company.

The old brick house of Daniel Saunders, founder of Lawrence, on the southwest corner of South Broadway and Andover Street, still stands, the last vestige of the cross-roads settlement beyond the south end of Andover Bridge. The original owner was one Richardson. It is said that was one of the "stations" of the "underground railroad," which, for a quarter of a century before the Civil War, aided in freeing many negro slaves. Daniel Saunders was one of the leaders of the anti-slavery movement.

Near the southeast corner of Ames Street and Hudson Avenue is what remains of the old Ames farmhouse, though removed from its original location. When Ames Street was laid out this old dwelling was moved to its present site, it having stood on the line of the proposed thoroughfare.

In the rear of the present dwelling, at the southwest corner of Ames and Essex Streets, is an old well where in the early days of the stagecoach they used to water the horses.

The original Bodwell farmhouse on Tower Hill is still here. After resisting the storms of over a century, it stands today apparently as solid as ever. It is now located just over the Methuen line on Plymouth Street. It is the house numbered 20 on that thoroughfare. A number of years ago it was removed from its original location at the northwest corner of Haverhill and Ames Streets. When the occupants at this writing, moved in, they found pasted on the inside of the roof of the building, a copy of a newspaper called *The Boston Notion*, dated 1832. With the exception of a change in the ell, the lines of the house and its interior are practically the same as they were when first constructed. All the

timbers are hewn, from the sills to the rafters, and all joints are mortised. In its day dwellings were built with more of the idea of solidity.

In the rear of the old Bodwell farmhouse stands the remains of a more ancient dwelling, said to have been built about 150 years ago. It sets up on posts, having been removed some years ago from its original foundation on a knoll about 500 feet southwest of the Water Tower, on a line with Jennings Street and within the Bellevue Cemetery reservation. It has a gable roof like most of the colonial dwellings. Its hewn timbers and mortised joints also distinguish this pioneer from the modern dwelling. In place of laths, the plaster on the interior walls is supported by clefts in split boards nailed to the studs. In recent years the building has been used as a storehouse and carpenter shop.

At 262 East Haverhill Street is a century-old dwelling which has been familiarly known as the "Pearson house." The interior of the building has been somewhat remodelled, and now provides accommodations for more than one family.

The house at 149 Berkeley Street is another old landmark that remains. The original occupant was a pioneer named Graves, who had a soap factory at the foot of Clover Hill, one time known as Graves Hill. It is said to be about 100 years old.

The dwelling at 97 Berkeley Street is also a centenarian, one of the few survivors of the days before the dam. The original lines are somewhat changed. The long, sloping roof has been remodelled, and an ell added. The interior, however, is much the same as when it was built. The great fireplace is still there, though bricked up, while the deep door-casings, ceiling beams and hewn timbers may be seen as when first put in place. An interesting reminder of the early days are the hand-wrought door-hinges and nails. In this house the late Hon. John K. Tarbox was born.

Although it is just over the Methuen line, it might be well to mention, among the old landmarks, the farmhouse of John Russ, at what is now the corner of Prospect and East Streets. In 1908 this old landmark was nearly wiped out by fire. The outer walls, all that remain of the original building, are preserved in the main portion of the Barr Sanitarium, that section covered by the square, pointed roof.

The cemetery lot of Daniel Appleton White's family may be found in the rear of 32 and 34 Bradford Street.

Den Rock Cemetery, or Den Rock Park as it is known today, might be included among the notable of the few old landmarks that remain. The region around Den Rock was alive with weird stories in the old days, and men of today remember the superstition that still clung to the huge rock in their boyhood days. The Devil is said to have visited the place. With a frightful shriek waking the echoes, he was seen in a flash of lightning, one stormy, dark night, sliding down a rent in the side of the rock. The place of his descent afterward became known as the Devil's Slide,

and more than one boy has spoiled the seat of his pants trying to emulate the pastime of his satanic majesty, which gave this fissure in the rock its name.

There is a tale of a cave under the rock, where moonshiners had a still; where thieves stored their ill-gotten gains, and where counterfeiters plied their illegal trade. Boys have searched for this cave and men have wondered about it, but it is not known that any mortal eye has seen it.

The rock is one of the most picturesque features of this locality and the city is fortunate in owning it. The Park Commissioners took possession of it some years ago, and eventually, if it is not turned into a quarry, it may become a popular adjunct of the city's park system. Though the land around it was originally purchased for a cemetery, and some of it was laid out into avenues, and two or three lots sold to clinch the purpose, it never was used as a cemetery. So far as known, the only thing buried there was a dog. In the old days the Peters family had a brick yard at Den Rock, and to this day there have been burnt and distorted bricks found in the ground about the rock. These were not the work of the Evil One who amused himself by sliding down the rock in flashes of lightning on dismal nights, but were the result of the carelessness of a young Peters lad who fed the fires too freely.

One of the misfortunes of growing into a good-sized city, it may be said, is the loss of the old designations of localities. Before streets were consecutively numbered in Lawrence, certain localities were known by names that became household words. The region known as "The Plains" lay along the Spicket River to the north of Oak Street. The "Patch" was the shanty settlement in South Lawrence west of Broadway. "The Swamp" was the lowland section of Ward Five. The "Corporation Reserve" was the open Common that reached from Broadway to Union Street, lying between Essex and Methuen Streets, unencumbered by any but temporary wooden buildings for nearly twenty years. "Merchants' Row" was a line of modest brick stores west of Amesbury Street. "City Block" included the old Bay State Bank building, on site of the present structure, and several stores to the eastward.

Stevens Village passed long ago; it is now the Arlington district. Stevens Pond, around which the village grew up, is practically gone, filled up and covered with buildings of the big Arlington Mills corporation. We never hear of the Paper Mill Schoolhouse on the Atkinson Road; it has been known for years as the Prospect Street School. Nobody remembers that Adolphus Durant once made paper in a little old mill on the Spicket River, just east of East Haverhill Street.

The Lowell Road, on the south side, used to run to Lowell, but Andover Street, as they call it now, does not run to Andover. Lowell Street does not run to Lowell, as strangers might think. It was not named for our rival city upstream, but for one of the early directors of the Essex Company. The "White Pups Bridge" (on South Union Street, over rail-

road track near Cold Spring Brewery), is still with us, also "Bull Dog Field" (on Pine Ridge Road in rear of Breen School). Salem Turnpike has become Winthrop Avenue. Rumford Street, named for Count Rumford, is now called Winter Street. Turnpike Street (originally Londonderry Turnpike) was, on September 2, 1868, given the name of Broadway. West Parish Road became Beacon Street, and Barnard Road is now known as Mt. Vernon Street.

There are numerous other old designations of localities which time and progress have changed.

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In connection with old landmarks and designations, we might also mention the derivation of the names of the rivers running through or bordering on the city; also of the hills within the confines of Lawrence.

The name of the Merrimack River, as already stated, comes from the Indians and means "The Place of Islands," probably because of the many beautiful islands in the river. It is also said to mean "The Water from High Places," it having its source in the White Mountains.

The name Spicket is the obsolete form of the word spigot, meaning the drainage vent of a cask. The Spicket River, small, short and crooked, is said to drain no less than ten ponds. Hence the name Spicket, as applied to the river by the early settlers.

The name of the Shawsheen River is of Indian derivation, and means "The Great Spring." Another translation of the Indian name of this river is "Beauty's Pathway." In this connection there is a beautiful legend. It is the love story of an Indian maiden and her absent sweetheart. Sheen was her name, and Sheen is the Indian name for beauty. Indeed, she was the prize beauty of the northern tribes. Her lover had gone far south, to the lower rapids of the Merrimack, there to fish and hunt. Tired of waiting, and fearful lest harm had come to him, Sheen resolved that she would travel, "over hills and through the valleys, through the daylight and the darkness," until she found her sweetheart. It was at the beginning of the summer, when the birds sing all their love-songs, and the stars at night shine "soft and bright." Starting when darkness had set in, she took her course by the stars, following those that seemed the brightest. When the sun had risen she travelled by the bird songs, trying to follow the sweetest. She walked many days and nights, and finally she reached the wigwam of her absent one. The reunion was a joyful one, as was to be expected. The lovers had much to tell. The solitude of the woods was blissful. And as they sat side by side, there burst forth from the ground at the doorway of the wigwam, a fountain of pure water, and it ran northward, "and then to the east, and then to the westward, till it followed all the pathway that the lovely Sheen had travelled through the daylight and the darkness, by the bird songs and the starlight," in her search for her lover. Hailing this phenomenon as a

good omen, the Indian brave launched his canoe on the waters of the spring and, with his bride, started northward on their wedding journey, crying out as he paddled, "Shaw Sheen! Shaw Sheen! Beauty's Pathway! Beauty's Pathway!" From this incident, according to Indian folklore, came the name of the Shawsheen River.

Tower Hill is said to have derived its name from Tower Hill, an elevation northwest of the Tower of London, formerly the public place for execution of persons sentenced in England for treason. Tower Hill in Lawrence has been known by that appellation since the very early days. Its location bears out the contention, being in the northwestern section of this locality. Besides, the first settlers here were from the agricultural districts of England.

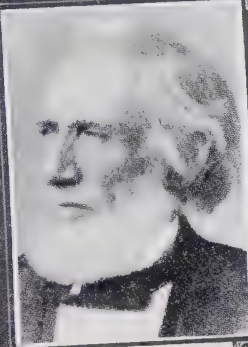
Prospect Hill takes its name from the fine prospect or view to be had from its summit. It was formerly known as Carleton's and one time as Poor's Hill.

Phillips Hill takes its name from the family which founded Phillips-Andover Academy, and whose land holdings had included that hill.

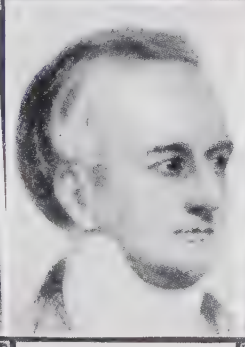
Clover Hill derived its name from the abundant clover pastures which used to cover that elevation. It was at one time known as Graves Hill.



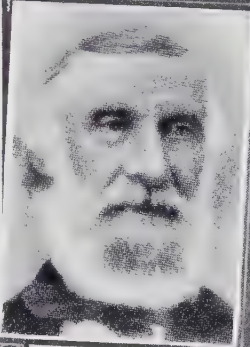
PIONEER BAY STATE MILLS



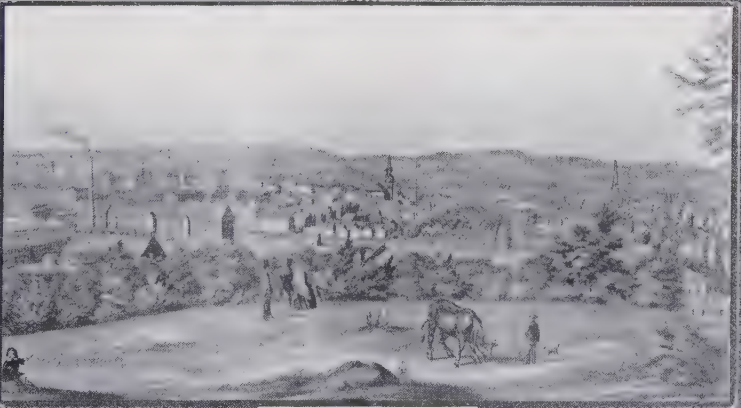
DANIEL SAUNDERS
FOUNDER OF THE CITY



ABBOTT LAWRENCE
OF THE FAMILY FOR WHOM
CITY WAS NAMED



CHARLES S. STOROW
THE FIRST MAYOR



LAWRENCE IN 1853
FROM AN OLD PRINT

LAWRENCE OF THE EARLY DAYS

EARLY HISTORY OF LAWRENCE

THE history of the territory now comprised within the limits of the city, as Lawrence literally begins with the incorporation of the town—though the foundation from which the town sprung, and upon which the city grew, was started on August 1, 1845, with the excavating for the great stone dam of the Essex Company. When the Town of Lawrence was incorporated, April 17, 1847, the gigantic scheme of establishing a textile center about Bodwell's Falls was well under way. In 1846 the construction of several of the mills was commenced, as was also the erection of an immense machine shop and foundry.

At the time the Essex Company began operations here the population was probably not over two hundred. But population rapidly followed enterprise. A boarding house was erected on the Turnpike. The frame was raised on September 12, 1845, and on December 4 following, the finished house was occupied by Timothy Osgood, who not infrequently lodged all the way from one hundred to two hundred beneath his roof. The rush was so great that no one thought of complaining of the lack of proper accommodations, if he were fortunate enough to gain admission inside a dwelling. For two years the rush for houses continued almost unabated. Some of the laborers in the employ of the Essex Company walked nearly three miles every morning and night for months, so lacking were housing accommodations.

The news of the "new city" building attracted a great influx of mechanics and laborers into the whirlpool of activity, a term which probably best describes the scene during the construction period. There were no idle men, no idle teams. Every one was employed. Masons, carpenters, stone cutters, laborers, were all doing their utmost. Laborers earned at that time 84 cents to \$1.00 per day; mechanics, \$1.50 to \$2.00 per day.

In all the region in which the city now stands there was no spot where one could escape the din and dust of bustling industry. Beginning at the gneiss ledge, situated nearly two miles south, the stone from which composes the river wall and mill foundations—or at North Andover, three miles east, then the depository of bricks and lumber by railway—or at Pelham, some eight miles west, from whence came the granite for the dam—there was an almost endless string of slow plodding teams, loaded to the utmost, all centering from the dam to the Spicket River to deposit their loads. But here were not the only signs of activity. All over the place buildings were rising with most astonishing celerity. For twelve hours a day the heavy teams, here removing hills, there filling valleys, or loaded with building materials, plodded through the suffocating dust of dry weather, or the almost bottomless mud of the rainy season. For months

together the railway company delivered 100,000 to 200,000 bricks per day at (North) Andover, all destined for the "new city."

The year 1846 saw the greatest number of big enterprises started, and this year, and 1847 and 1848 might be regarded as a group of years forming the construction period, when nothing was manufactured for market and little productive machinery was operated. Sums, then considered vast, were expended in perfecting the huge plants designed to use the water power developed by the dam. The financial resources of the Essex Company were taxed to the utmost, and the confidence of its stockholders was severely tested at this time. The plan was of such magnitude that it required years for completion, and there could be no hope for an immediate return on the money invested.

Gaze, in imagination, upon the scene in the autumn of 1847, when the town was still in the first year of its infancy, and the following features will appear prominent. The heavy work on the dam was well in progress, the grading and walls of the canal taking shape along the north bank of the river; the Atlantic Mills were going up where they (what is left of them) now stand, the Bay State Mills were rising into view at the present site of the Washington Mills, and, below, upon the Spicket bank, the stone building of the great machine shop and foundry, now the property of the Everett Mills, was coming into view. Boarding houses were in the process of construction for expected operatives; large saw mills, with lumber dock and yard, were in operation at "Essex Yard," so-called; four projected railway lines were rapidly approaching the new town; groups of dwellings were scattered here and there upon the wide area, and, before electric lighting, gas, or kerosene even, the darkness, on starless nights, was profound; there was not a paved street, permanent sidewalk or public sewer. To the southwest of the dam, and above the north end of same, were the shanty villages, built upon leased land, by Irish laborers, who were attracted to the site by news of the "new city." These were the vanguard of a coming host, then new to the country. Many of them brought their whole wardrobe upon their backs, their entire possessions in a small bundle, but, by hard labor and thrifty ways they attained to substantial competence. The shanty has given place to a modern dwelling, and their descendants are prominent in the professional and business life of the community.

All these enterprises, excepting the work at the Bay State Mills and upon the railroad lines, were carried along simultaneously by the Essex Company.

April 28, 1846, the first public sale of lands was made by the Essex Company. The highest price then obtained was for a lot at the corner of Jackson and Essex Streets, which realized 70 cents per square foot. In 1923 this same lot was worth about \$20 a square foot. Much land passed to individual ownership at that sale. The second public sale of land by the company did not occur until December 6, 1855, when six hundred lots, located in almost every part of the city, were offered for sale.

On September 7, 1846, a post office was opened in a little building on the Turnpike, within a stone's throw of the site of the present post office building. The coming of this important adjunct of a busy community took many by surprise. The idea of establishing a post office here originated with George A. Waldo of Methuen, whose son, George Albert Waldo, was made the postmaster. The work of securing the necessary support of the idea at Washington was performed by Samuel J. Varney of Lowell, and at his suggestion the office took the name of Merrimack. Prior to this, from the commencement of operations on the dam, the place was known by such names as "New City," "Essex," "Andover Bridge," etc.

In 1846 and early 1847 there was a large accession to the population. Mechanics, merchants, physicians and lawyers began to locate here, and order began to rise out of chaos. In 1846 the first religious service was held, and by the following year most of the leading sects were established here. In October, 1846, the first newspaper was issued under the name of the *Merrimack Courier*, by J. F. C. Hayes.

The name of Merrimack, given officially to the place by the establishment of the post office, was continued until the Town of Lawrence was set off from Methuen and Andover by legislative enactment in the winter of 1847, which separation, by the way, was made in face of strong opposition from both towns. The question had arisen, just prior to this, as to what name the proposed town should take, and on January 13, 1847, a meeting of a considerable number of residents was held in the office of the Essex Company, with a view to an understanding. The name of Lawrence was agreed upon as a token of respect to a distinguished family of that name, two of whom, Abbott and Samuel, were among the most energetic business men in New England. In fact, in point of investment, the family had as great an interest here as had all others combined. They had staked a fortune on the success of the project, and Abbott, as the first president of the Essex Company, and Samuel, as the head of the Bay State Corporation, were prominently identified with all the leading enterprises. Naturally, their family name was embodied in the petition to the legislature for the town charter. So when, on April 17, 1847, the charter was granted, the town became known as Lawrence, and the city has retained that name.

In accordance with the provisions of the charter, the first town meeting was held on April 26, in Merrimack Hall (on the corner of Jackson and Common Streets, then the largest hall in the place), and the first town officers were elected and moneys appropriated for the various functions of the government. At this meeting the nucleus of the present police department was formed with the appointment of 10 constables, and the community which had lived hitherto almost without law, in territorial independence, came under proper restraints. Money was voted for the purchase of two hand engines for the fire department, just organized.

Prior to that the only apparatus for fighting fires was the "Essex," the first fire engine in use here, which had been purchased by the Essex Company and manned by its workmen. This engine was sold to the town and was soon followed by more powerful machines and hose and hook and ladder companies until, at the introduction of the steam fire engine, the department was well equipped.

At the same town meeting money was also voted for two schoolhouses to augment the accommodations of the three little district schools that had served since and prior to the laying of the foundation of the dam. The year following, 1848, two grammar schools were opened, and in January, 1849, the high school was established. This was the beginning of the fine public school system of which the people of Lawrence are so justly proud. In 1847 an important educational institution was also established in the Franklin Library, founded by private subscription, which, in 1872, was donated to the city and formed the basis of the present well equipped Public Library.

The first bank, the Bay State, afterward becoming known as the Bay State National and the only national bank in the city today, was established in 1847, as a bank of discount. In October of the same year, the first savings institution, the Essex Savings Bank, was started.

In 1847 the Bay State Mills, the Atlantic Mills and the Essex Company formed into an association and erected suitable buildings for the manufacturer of gas for their own use. In February, 1849, the association disbanded and a stock company, known as the Lawrence Gas Company, took over the works and began lighting the streets and running its pipes into private residences.

At the time of the first town meeting the people were comparatively strangers to one another, and it was somewhat difficult to select for office, according to the usual rule, by party lines. Therefore, the best possible selection for town officers was made irrespective of party. Not so the following year, when party lines were sharply drawn and the election of town officers was one of the most animated ever held in this vicinity. Ballot after ballot, without effecting a choice of officers, consumed the day and the business which was to be acted upon was not half finished when night compelled an adjournment. The sites for the Town Hall and Oliver Schoolhouse were among the questions laid over. These articles in the warrant came up at an adjourned meeting. No one seemed inclined to interfere with the arrangement in regard to the schoolhouse, but when the question of the location of the hall came in order to be acted upon, there was a noisy opposition to every proposition for location, with no definite aim at reconciliation. The matter was finally determined, however, and the building erected, which, with little alteration, continued to occupy the site of the present structure until 1924.

The year 1848 was one of the most progressive years in the early history of Lawrence. In that year the group of industrial enterprises in

construction was practically completed and some cloth manufactured, though it was not until 1849 that the production of goods for market commenced at the several mills, and machinery was turned out at the great machine shop. In later years the building of other mills followed, and new enterprise, taking up this phase of the work of the Essex Company, encouraged the growth of the city's industries. The dam was completed in September of 1848, and the water was turned into the North Canal.

It was during 1848 that streets and parks were laid out and suitable drainage provided. One might think, to look over the valley stretching between Prospect and Tower Hills, that the civil engineers of the Essex Company, when they began operations here, had a snap in laying out streets and lots. But the present land surface offers little suggestion of what the original was.

Deep gullies cut up the valley, through which little water courses ran to the river. One of them was so long and important that the company built a costly stone culvert through it. Vast amounts of filling were necessary, for while an Indian trail could run down a steep path into a gully and up again on the other side, the great drays which were destined to team the product of the busy multitude that would throng the valley, would need to travel in lines of far less resistance. Then, too, there would come the problem of drainage, with the need of continuous and fairly uniform gradients.

The big stone culvert which the Essex Company built served Lawrence for a main sewer for many years. The course of the culvert was quite a circuitous one, and it played a very important part in the early plans of the city sanitation. For years it received all the house drainage and street wash between Jackson Street and Broadway, and north as far as Haverhill Street.

An attempt was made to establish a water supply by conveying water from Haggett's Pond, Andover, but it developed that the scheme was impracticable. Subsequently the Bay State Mills and the Essex Company built a reservoir on Prospect Hill, particularly for fire protection for the mills, and kept it filled by pumping from the canal. A few houses were piped with the water and it was used to some extent for domestic purposes. Most of the inhabitants, however, clung to the wells, the original source of supply, until the establishment of the city water works.

About this time, June 8, 1848, the first police court was held in a building on the northerly side of Common Street near Broadway; in the rear was the lock-up. Judge William Stevens of North Andover was the presiding justice. After the Town Hall was built, police court for a time was held in what was the council chamber in the original building, the judge's office being in the little coat room at the westerly end. The cells for the prisoners were in the basement. Before the Civil War, disturbances becoming lively on the "plains," the city for a time maintained a lock-up on Elm Street near Lawrence Street. These were the police

court facilities until the building was erected which occupied the site of the present station at the corner of Common and Lawrence Streets. The first Superior Court was located in the auditorium of the Town Hall, railings and fixtures being removed on town meeting days.

Early in 1848 the importance of securing and laying out a place for the repose of the dead began to receive serious attention. The original lot designated for this purpose embraced but about three acres. Subsequently this sacred enclosure was enlarged and it became known as Bellevue Cemetery. The Catholics early consecrated the ground on the summit of Currant Hill. Later Father O'Donnell secured the tract on the west of the old ferry road for the second cemetery, and his successors obtained a still larger tract extending from the northern line of the second to the southern line of the first Catholic burying-ground.

Direct railway communication was opened with Boston, Lowell and Salem, and Lawrence became an important railroad center. The Boston & Maine railway, having changed its location from Andover to North Andover, constructed between April, 1845, and March, 1848, the five miles of road between those places by way of this city, together with bridges across the river and canal, and on February 28, 1848, ran its passenger cars across the bridge for the first time to the station on the north side of the river. On July 2, 1848, the Lowell railway was completed between Lawrence and Lowell. The Essex railway, from Lawrence to Salem, was opened on September 4, 1848. The Manchester and Lawrence railway was opened for travel in October, 1849. The railroad facilities followed the growth of the city and constant improvements were made in the service. Eventually the need of a horse railroad was apparent, and in 1867 the first track was laid from the woolen mill in Methuen to the Everett Mills at the foot of Essex Street.

In June, 1848, the first important step was taken in the movement for the navigation of the Merrimack above tidewater. On the sixth of that month the steamer *Lawrence* came up from Newburyport with a delegation from that place and adjoining towns, landing her passengers about opposite the foot of Hampshire Street. Since then sundry attempts have been made to navigate the river, but with little success.

In 1848 the town had a population of nearly 6,000. Of that number 3,750 were of native birth; 2,139 were natives of Ireland; there were one German, one Italian, three Frenchmen, two Welshmen, nine natives of Scotland, 28 people of English birth, and 16 negroes, not so cosmopolitan as today, but it was largely representative of the dominating races at present.

It was in 1848 that the town rejected the offer of the Common as a gift, but at a subsequent meeting wisely accepted. The Essex Company had stipulated that the town must fence the tract and spend \$300 a year for twenty years to beautify it. It seems as though in that day, too, the cry of "influence of corporations" was effective. At any rate, it nearly

caused the loss of this boon to the community. On October 7, 1868, the Common became the property of the city, without restriction.

Town meetings continued turbulent until the town became a city, and adjourned meetings were frequent. During the summer of 1849 a sort of mania for town meetings pervaded the people. Generally speaking, the Whigs were in the ascendency, although, now and then, a Democratic selectman or other town officer was chosen. No public meeting ever assembled in this city equalled the last meeting of the electors of the town. During the melee General Oliver lost his coat tail.

The city charter was passed by the Legislature, March 21, 1853, and was accepted by the people on the twenty-ninth of the same month. The first election under the charter was held on the eighteenth of April following, and the city government was duly organized on the eighteenth of May, the same year. At the first city election there were about one thousand names on the voting list, and from the vote cast it is apparent that nearly every one took an active interest in the proceedings.

There was not a rod of paved street in the city in 1853, and not forty rods of brick or of any permanent sidewalk. Concrete had not been used for walks at that time. The few walks that had been laid were of gravel, planks, or boards. The entire south side of Essex Street and a considerable portion of the north side was open, undeveloped land. The City Hall stood in an open field, abutted by buildings only on a portion of the Essex Street side. The City Hall, the Jail, and the Oliver School-house (the last mentioned much smaller than the building recently razed to make room for the Central Grammar School), were the only public buildings constructed of permanent materials. The Jail, or House of Correction, was built that year.

* Charles S. Storrow, the first mayor, was elected by the Whig party. He was succeeded in 1854 by Enoch Bartlett, a candidate of the Democratic party and a young lawyer of considerable promise. It was during his administration that the "Know-Nothing" uprising commenced. That was a trying experience for Mayor Bartlett. Not long after his election he had suffered a loss of health, and the worry and excitement attendant upon the popular demonstrations, at times threatening the peace of the community, taxed his waning energy. Shortly after the end of his official term he removed to New Hampshire, his native State, where he died soon afterward.

In 1855 the "Know-Nothings" swept the city, electing Albert Warren as mayor. Their cry was "Nothing but native Americans in public office." The Whig and Democratic parties had dwindled to a very few on either side, who had little fear of the Pope of Rome making America his immediate headquarters. The sweep in Lawrence, however, was no more general than throughout the State. In 1856 the election was a repetition

* Hon. Charles S. Storrow died April 30, 1904, aged 95 years.

of the year before, Warren being reëlected. The Democratic party made no nomination, and John R. Rollins received the support of all voters not affiliated with the "Know-Nothings."

In 1857 party lines were not so strictly defined. The "Know-Nothing" party had just expired. John R. Rollins was elected mayor over Thomas Wright. Both Rollins and Wright were Whigs. The city at the time was strongly anti-Democratic. Rollins was reëlected in 1858, over N. G. White, also a Whig, the Democrats throwing their support to Rollins' opponent as in the preceding year.

The Republican party supplanted the Whig party in 1859, and Henry K. Oliver, the Republican mayoralty nominee, was elected, though Daniel Saunders, Jr., the Democratic candidate, had the support of some of the most active Republicans. On the other hand, General Oliver was supported by influential Catholic Democrats and their followers. Feeling ran high, but the Irish vote being finally secured for the general, he was elected by a decided majority. The following year the political pot was turned over and Daniel Saunders, Jr., was elected. It was during the first month of his administration that occurred the terrible disaster, the fall of the Pemberton Mill.

Party politics in municipal affairs continued to attract a keen interest in succeeding years, until party lines were wiped out at the adoption of the new city charter in 1912. For a number of years prior to then the Democrats were the dominating party, and are still, locally, in state and national elections.

In patriotism Lawrence has never been lacking, and in 1861 she gave one of the first martyrs of the Rebellion, when Sumner H. Needham fell in Baltimore on the memorable nineteenth of April. Lawrence was credited with 2,617 men in the Civil War, 202 of whom died in the service. The whole amount of money appropriated and expended by the city on account of the war, exclusive of State aid, was \$115,630.10. The total amount of State aid paid to families of volunteers, and which was afterward repaid by the Commonwealth, was \$192,233.05. The nation has never looked in vain to Lawrence in her need.

Lawrence has passed through numerous crises, and in the early years of the city the blows were most severe. The tariff enacted soon after the first manufacturing here nearly paralyzed the industries just then started. The great and memorable panic of 1857-58 gave the city a set-back from which it slowly recovered. The Pemberton disaster came upon its heels, and the boom times of the war were followed by the rapid and demoralizing shrinkage in values in 1872-74. Nothing in the way of a serious calamity occurred from then up to within the past thirty-three years, except the cyclone in South Lawrence on July 26, 1890, which resulted in the loss of eight lives and great damage to property.

During her early history Lawrence suffered from both flood and fire. In 1852 the town was thrown into almost a panic by the great freshet

of that year, when the highest pitch of the water was ten feet above the crest of the dam. This freshet washed out the abutment of the bridge and the toll house on the south side of the river, and, at intervals, the water reached the woodwork on the railroad bridge. There was dread of an overflow of the wing walls of the dam, and, to protect the town, a train of cars and a large number of teams were run night and day conveying earth for an embankment. The lowlands on the river bank were flooded, and on a number of occasions since, during heavy spring freshets, these sections have been overflowed, though in recent years there has been little damage in this respect.

Destructive fires have been numerous, especially in the early years. One of the most disastrous fires that occurred in the city broke out on August 12, 1859, in what was known as the "United States Hotel," which was located on Essex Street, midway between Appleton and Jackson Streets. That structure soon went down, killing two young men in its fall. From this the fire spread east, destroying one or two stores, and west to Appleton Street, wiping out what was then known as the "Church Block," embracing the Second Congregational Church, with stores under same, and thence, traversing north, carried down the Courthouse. The Unitarian Church, some distance removed, was ignited by the sparks and cinders, and badly damaged.

Another early conflagration, which should be given special mention, was that started by the burning of the steam mill of Wilson & Allyn on May 2, 1860. The mill, formerly the meeting house which stood, in the pioneer days, on the hill near the farmhouse of Fairfield White, was a two-story building, and filled, from base to attic, with combustible materials. A brisk wind carried the burning embers high in the air and scattered them upon the roofs of buildings as far as Tower Hill. By the aid of ladders and water buckets many buildings in the path of the flying coals were saved, and every structure west of the railway escaped destruction. Several wooden workshops between the mill and the railway went down, and the large carriage manufactory of General Gale was saved with much difficulty. It was following this destructive blaze that the steam fire engine was introduced here.

Although there have been fires with greater amount of damage than the aforesaid conflagrations, none have occurred that covered so large an area. It has been frequently predicted that Lawrence will yet experience a terrible conflagration in one of its congested tenement districts, but it is to be hoped that the prospect will continue as a prediction only. An efficient, well-equipped fire department, with a favorable combination of circumstances, has kept the number of destructive fires in recent years comparatively small.

Beyond a slow, steady growth of the city, there were not many extraordinary public improvements during the twenty-five years that followed the Civil War. A notable improvement was the straightening of

the Spicket River and the building of the main sewer through that section during the years 1883 to 1886. It might also be mentioned that street letter boxes were introduced here November 15, 1867, which year also saw the coming of the horse-car railway; that the first fire alarm telegraph system was completed July 25, 1869, and that the legislative act to provide for a water supply was accepted May 7, 1872. In November of the following year ground was broken for the reservoir on Tower Hill.

It is worthy of mention, in closing this chapter, that during the hard times of 1857 an invention of incalculable importance to the world was brought out successfully in this city by two of the employees of the Lawrence Machine Shop. We refer to the steam fire engine. The inventors were Thomas Scott and N. S. Bean. Although there were other engines built elsewhere at the same time, it remained for Lawrence to produce the most practical. This city was awarded the palm at a test of machines at Boston. The first engine built here was called the Lawrence and was purchased by the City of Boston. The invention was bought by the Amoskeag Company of Manchester, N. H., where the engines were manufactured for many years. These machines completely revolutionized fire departments, and Lawrence was not slow to adopt them.

INDUSTRIAL GROWTH

No history of Lawrence would be complete without a chapter devoted to the industrial growth of the city. Half of the city's valuation comes from the industrial concerns, and forty per cent of it represents property of the textile manufactories, their plants alone covering a land area estimated to be about two hundred and eighty-three acres.

The development of the great mills has been the most remarkable feature of Lawrence's history. They are the backbone of the community — the city's greatest asset. Their army of operatives, nearly thirty thousand, would make a good-sized city in itself. They give directly employment to nearly one-fourth of the population of Lawrence and its suburban towns and, as the channels of trade are filled largely by the earnings of the textile workers, they are the life blood of most of the remainder. Their presence has attracted other manufacturers in a great diversity of lines, and they have been a means of stimulating general enterprise. They have not only gained a world-wide recognition for themselves, but they have put Lawrence on the map as one of the greatest industrial centers.

In a span of about seventy-five years Lawrence has developed into the worsted center of the world. It leads the world in the manufacture of fine worsteds.

In the manufacture of printed, dyed and bleached cotton goods, cotton warp and all-wool dress goods, Lawrence has the world's largest producer in the Pacific Mills.

The Arlington and also the Pacific Mills are large manufacturers of worsteds and woolens, but the American Woolen Company's huge plants here are the city's greatest producers of this class of goods.

The latest available statistics rank Lawrence as the second city in Massachusetts in value of manufactured products, Boston alone exceeding it.

According to the annual report on statistics of manufactures in Massachusetts for the year 1921, the value of Lawrence's annual production was \$149,543,413; the value of raw materials used, \$75,455,293; woolens and worsteds production, \$106,784,289; cotton goods production, \$14,581,737; foundry and machine shop products, \$3,747,891; other industries production, \$24,429,496; average number employed, all industries, 33,387; number employed, woolen and worsted, 22,730; number employed, cotton, 4,143; number employed, foundry and machine shop products, 850; number employed, other industries, 5,664; annual payroll, all industries, \$36,904,884; annual payroll, woolen and worsted, \$25,021,407; annual payroll, cotton, \$4,170,610. In 1921 the average weekly payroll of Lawrence's industries was over \$700,000. (It should

be offered in explanation that, owing to a general business depression, the Lawrence mills did not run to full capacity in 1921. During the first three months of the year, thousands of operatives were idle.) While there are eight cities in Massachusetts larger in population, Lawrence, as previously stated, comes second in value of manufactured products. The three leading cities in value of manufactured products are thus listed: Boston, \$489,164,939; Lawrence, \$149,543,413; Worcester, \$140,685,961. Lawrence is fortunate in having well diversified industries. Besides woolen, worsted and cotton goods, foundry and machine shop products, high grade book and magazine paper, shoes and fibre rugs are of chief importance in the diversified manufactures. It might be mentioned here that Lawrence has one of the largest coated paper manufacturing concerns in the world, in the Champion-International Company; also that the Patchogue-Plymouth Corporation is said to be the largest manufacturer of fibre and fibre-wool rugs and matting in the United States.

The capital invested in the city's industries is estimated to be \$164,749,450. This is thus divided: woolen and worsted, \$102,073,451; cotton, \$21,394,035; other industries, \$41,281,964.

Ambitious though the plans of the founders were, they could hardly have dreamt that Lawrence would grow to be one of the world's industrial giants in the space of a single lifetime. The story of the small beginnings of our textile hives of industry, their prodigious growth, their present mammoth proportions and gigantic operations taxes the imagination.

Prior to the building of the dam, the only manufacturing industries here were the little Durant Paper Mill on the south bank of the Spicket, east of Newbury Street, the Stevens' box shop on the site of the Arlington Mills, engaged in the manufacture of cases for the Chickering pianos, and the old Graves Soap Factory at the foot of Clover Hill; and in the whole area within the city's limits were less than two hundred souls. Throughout all this territory were a few scattered farmhouses, the nearest approach to a settlement being the "Four Corners," or cross-roads, where Andover Street now crosses South Broadway. Through this small habitation flowed the Merrimack River with its latent power.

Briefly that was the industrial prospect when Daniel Saunders and his associates, in 1845, planned the turning of the tremendous water power of the Merrimack at Bodwell's Falls to the use of manufacturing industry. That they founded well is evidenced by the great textile center which today occupies the site of their operations.

During the three years required for building the dam, the foundation of the present industrial growth was laid. On April 11, 1846, the Bay State Mills (now the Washington Mills plant, the parent of the American Woolen Company) were laid out and put in operation in 1847. Construction work commenced on the Atlantic Cotton Mills on June 9, and on the Essex Company's machine shop and foundry (now the property of the Everett Mills) on June 10, 1846.

The Pacific Mills and the Pemberton were incorporated in 1853; the Lawrence Duck Company in 1853; the Everett in 1860; the Lawrence Woolen Company (now Kunhardt's) in 1864, and the Arlington in 1865.

For the first quarter century, after the starting of the pioneer mills at Lawrence, manufacturing in America was a matter largely of experiment. Machinery and methods of operation had not been perfected; the prejudice against homemade fabrics had not been overcome by actual and extensive tests. It would take a volume of goodly proportion to fully narrate the experiments, the trials, the partial failures and the eventual successes of local enterprises, and a larger volume in which to pay due tribute to the patient labor and hard study of scores of men who within the walls of our mills have by investigation and by trial brought processes of textile manufacture to such a state of perfection that it is now mostly a contest between rivals as to which shall be entitled to preference and public favor when all have attained to model methods and have discovered and applied processes differing only in degree.

Many things all important in modern life had their beginning here. The worsted industry was made practical and leading in the mills of Lawrence. The use of wood pulp and manila grass in paper manufacture was demonstrated to be practical at the original Russell Paper Mills. Machinery for the sewing of leather and other devices in the perfection of shoe machinery were first attempted and brought to some degree of perfection in the old Lawrence Machine Shop, a concern that, while it failed as a corporation, left much that was valuable to its successors elsewhere. There is nothing the value of which it is so hard to estimate as the value of a practical and useful invention in processes of manufacture, for millions eventually share in the benefits secured. In every branch of textile and paper manufacture important inventions and improvements have been made by Lawrence mechanics and manufacturers.

Our industrial plants are constantly reaching out for improvements and, notwithstanding the impression among some people abroad, who are not familiar with the requirements of the work, a vast amount of skill and ingenuity are necessary for the successful operation of the big textile mills. As the head of one of the large plants of the city has very aptly put it: "The factory of today calls upon almost every department of human knowledge for its development and maintenance. It demands the services of the civil, mechanical, hydraulic and steam engineer, the carpenter and the builder of brick and stone, wood and iron, the foundry and the machine shop, the inventor, the mechanic, the skilled artisan, the engraver, printer and dyer. It also needs the chemist, the electrician and the man of scientific research."

It was with the operative population of Lawrence that the Pacific set up the first combing machines used in the country; the Washington made the first all-wool dress goods, the famous Bay State shawls and blue flannel coatings being originated by these mills; the Arlington was

the first to successfully manufacture, in the United States, black alpacas, mohairs and brilliantines, in which class of goods England formerly had monopoly. With the Lawrence operatives originated Paul's self-acting mules, the Pearl spindle for cotton spinning, the Wade bobbin holder which revolutionized the process of spooling, the high speed steam engine, and the successful steam fire engine, to mention but a few of the notable inventions originated and developed here.

The financial crisis of 1857 struck a severe blow to Lawrence's industries, and the growth of the city during its first decade was very much retarded. Nearly all the mills suspended for a short time; then occurred the failure of the Bay State Mills and their reorganization. The terrible Pemberton Mill calamity of 1860 was an added blow. But, owing to a big demand for the products of the local mills during the War of the Rebellion, Lawrence took a new start. The boom times during and after the war, however, were followed by the rapid and demoralizing shrinkage in values in 1872-74. Other depressions have occurred, coming about once in every ten years, though not as serious as those experienced in the early years. But the Lawrence industries have weathered the gales in a manner that indicated a sound stability.

The most marked development in the industrial growth came in 1905 when William M. Wood of the American Woolen Company conceived the plan of procuring yarn for the various mills of the concern without being dependent upon other manufacturers. Thus it was that the mammoth plant which bears his name came into being. The building of the Wood Mills started a decade of mill construction in Lawrence such as has probably never been witnessed in any other textile center. Within a few years most of the leading plants made big additions. The erection of the Ayer Mills (named for the late Frederick Ayer, a manufacturer of note) followed and the Arlington Mills were greatly enlarged, several new buildings being constructed by this corporation at a cost estimated to be nearly a million dollars. Large additions were made to the Pacific, Washington, Everett, Kunhardt and Duck. The big new print works of the Pacific, besides the large coating mill of the Champion-International Paper Company (into which concern were merged the Russell Paper Mills) were built during this construction period; also the Uswoco Mill of the United States Worsted Company, the Katama Mill and the worsted and merino yarn mill of the Monomac Spinning Company.

In 1916 a five-story worsted spinning mill was added to the George E. Kunhardt plant. In 1917 and 1918 mill construction was at a standstill, as was all building construction, except what had to do with the prosecution of the war or was of absolute necessity. During that period the National Government had placed a ban on building.

The years following the World War, however, saw much activity in mill construction, up to and including 1923. During that period, it is estimated, there was \$3,000,000 expended in new mills and additions.

The most notable of these were: A four-story mill at the Arlington plant, estimated cost of \$372,868; American Woolen Company, seven-story No. 6 mill of the Washington plant, on river bank, \$450,000; American Woolen Company, six-story No. 7 mill of the Washington plant on North Canal, \$400,000; American Woolen Company, 10-story storehouse at Canal, Jackson and Methuen Streets, \$300,000; Katama Mill, addition, \$110,000; Patchogue-Plymouth Corporation, five-story manufactory on Marston Street, \$250,000; Champion-International Company, storehouse and paper manufactory on Canal Street, \$50,000; Monomac Spinning Company, five-story manufactory on South Union Street, \$500,000; Walworth Bros., two-story manufactory, \$30,000. To these might be added a \$50,000 addition to the Davis foundry, and a day nursery erected by the American Woolen Company at an estimated cost of \$30,000.

Many of the minor industrial plants have increased their facilities for production. Besides, new manufacturing establishments have come to the city, the most notable of the recent arrivals being the Walton Shoe Company, which has occupied the old Stanley Machine Shop building on Haverhill Street.

The Everett, Kunhardt and Lawrence Duck are listed among the big textile mills, but the American Woolen, Pacific and Arlington stand out as the mammoth plants of the city, their immense proportions and their great volume of production amazing all tourists. These three, in their groups, have single buildings that dwarf the average factory structure. In the case of the American Woolen Company, this is especially true. In fact, in size, there is no other to compare with the Wood Mills. Some idea of the size of this immense plant may be gained by recalling that the main building is 1,937 feet, or over a third of a mile long, 126 feet wide and six stories high; that there are 30 acres of floor space under one roof, and that about a million pounds of wool are consumed each week by the plant when it is running to its full capacity. The Washington and Ayer, the other big plants of the American Woolen Company in Lawrence, are huge in size, though not nearly as large as the Wood.

Not only is the plant of the Wood Worsted Mills the largest single mill plant in the world, but it has the distinction of having been erected in a shorter time than any other manufacturing establishment of magnitude. Conceived one day, it was, as it were, in operation the next. Cloth was being manufactured in April, 1906, where a long line of willow trees and birches were swaying in the breezes of the previous August.

Had the prediction been made in the summer of 1905 that machinery would be humming in a mammoth mill eight months later where at the time of the prediction there existed only a rough, half-wooded field along a winding river bank, it would have been regarded as preposterous. Yet nine hundred men accomplished this seeming impossibility. There was no magic to it. It was not an Arabian Nights dream. It was a twentieth century wonder, made possible by foresight, industry, energy, persistence and skill.

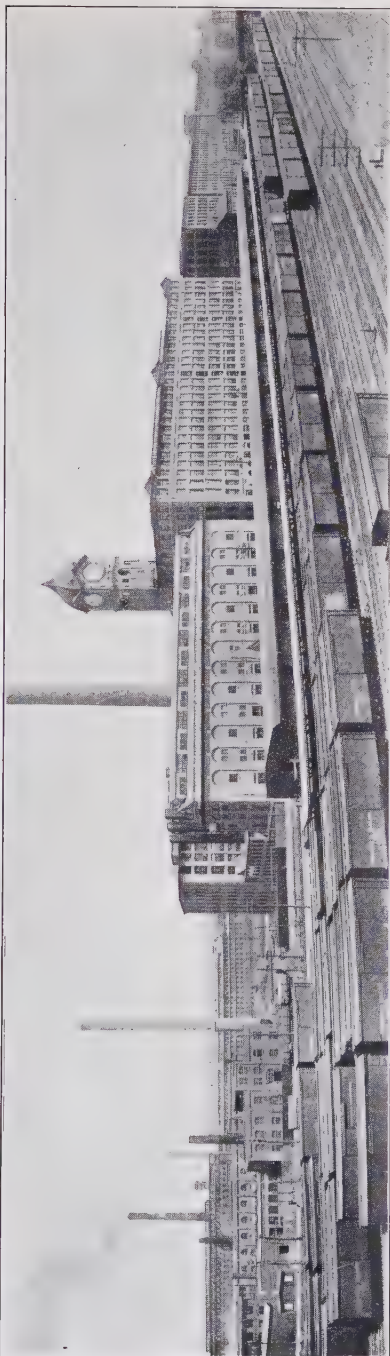
It remained for a man who had risen from the bottom to the top of the mill ladder to startle the industrial world with this example of what dash, pluck and push can do when backed by brains. The Wood Mills stand today a monument to the enterprise of William M. Wood.

The growth of the Arlington Mills has also been most remarkable. From the small wooden structure that was wholly consumed by fire in 1866 to the great system of mills that reach out beyond the city limits into the adjacent town of Methuen is a long step in factory development. The Top mill of this group is one of the largest mill buildings in the country. This concern is famed for its most extensive variety and its quality of yarns, besides its specialties in plain and fancy fabrics. Notable improvements in the process of the manufacture of dress goods originated at the Arlington. Joseph Nickerson, Albert W. Nickerson, William Whitman and Franklin W. Hobbs have been the controlling minds in the building up of this great institution.

The Pacific Mills, also, have had a marvelous growth. Their buildings cover an immense area. The main mill is one of the most prominent structures in the city; it is 806 feet long by 72 feet wide, and seven stories in height. To go through the various rooms of this building would necessitate the walk of more than a mile. The new print works, located on a seventeen acre lot, have absorbed the Hamilton works of Lowell, besides the works of the Coheco Mills of the corporation at Dover, N. H. They are reputed to be the largest plant of its kind in the world. The Pacific stand preëminent among the mills of their class in America. Their products are world-famous. Locally the plant is regarded as the most steadily operated in the city. On March 31, 1913, this corporation bought at auction the Atlantic Cotton Mills, thus securing a valuable site for a new mill and much desired room for further expansion later when the pioneer Atlantic is torn down. The guiding heads of the great concern in 1923 were Robert F. Herrick, president, and Edwin Farnham Greene, treasurer.

Remarkable improvements have been made in the mills, tending to the physical and mental comforts of the workers. Not only have the hours of labor been greatly reduced, but the sanitary arrangements have been much improved.

At the very beginning of manufacturing here operatives began work at 5.30 o'clock in the morning; there was a half hour for breakfast and a half hour for dinner; the day's work closed at 7 o'clock in the evening and was a day of 13 hours. Later the noon respite was increased and the breakfast recess discontinued, while the working day was reduced to 11 and then to 10 hours. In 1912 the 54-hour law set the length of time at 54 hours a week. In January, 1919, legislative enactment reduced the work-week to 48 hours. Instead of starting at 5.30 a.m. the operatives in the mills now begin at 7.15 a.m., have an hour at noon for lunch, and quit work for the day at 5 p.m. The mills close down for the week on Saturday at 11.30 a.m. In the early days lighting and ventilation were



PANORAMIC VIEW OF MILL DISTRICT

poor. Besides, there was little chance for rest and recreation, while the wages were very small as compared to what are paid today, and the method of paying not so convenient as the weekly system in vogue now.

The managements of the big textile plants of Lawrence realize the importance of providing for the health and contentment of their workers. In recent years the mills have followed a well defined plan in this direction. Athletic fields have been laid out, and athletics have been encouraged, as well as social intercourse, among the operatives, during the recreation hours. Some of the bigger plants have aided their employees in securing homes, and have provided insurance against death and disability. Closer relationship has been sought in the selection, by the operatives, of department committees to meet the mill management in a frank discussion of their joint problems. The American Woolen Company, especially, has been active along these lines. This concern has gone so far as to build a modern village in Andover, which houses a great number of its employees, and whose picturesqueness wins the admiration of tourists.

During the earlier years of Lawrence the principal industries were the large cotton and woolen mills, located mostly upon the North Canal and dependent upon the dam in the river for their power. But after the Civil War many industries of wide range of character were drawn to Lawrence. A second canal was constructed on the south side of the river, and as the calls for more mill sites were made, this canal was extended in length. Steam power is also used in many factories and shops, and, within a few years, electrical power has been introduced, some of the large plants having their own electric power houses. Paper mills, machine shops, iron and brass foundries, wood-working establishments, shoe factories, and many others have been added to the industries of the city. A notable feature of the expansion of the larger plants is the gradual disappearing of the old corporation boarding houses.

The diversified nature of the industries of Lawrence has done much to keep it on the level keel of prosperity when other manufacturing cities staggered under the depression in their one line of production.

The many small property owners in Lawrence bear testimony to the thrift and industry of its wage earners. The city is noted for the large percentage of working people who own their homes.

A REVIEW OF THIRTY-THREE YEARS

FROM 1890 to 1924 Lawrence had its greatest development. These years are remarkable for the great number of public improvements, and the extraordinary expansion of the city's industries with subsequent influx of population and growth of property valuation.

The year 1891 saw the passing of the horse car and the applying of electric power on the street railway, whose lines soon began reaching out through all parts of the city and to surrounding cities and towns. The removal of Gale's Hill and the filling in of the lowlands of Ward Five were started, and steps were taken toward the establishment of a filtration system in connection with the city's water supply that year. The following year the construction of the filter beds was begun. In 1896 the high service system was added to the water works. In the meantime, there was a radical departure in schoolhouse construction with the building of the Rollins School, which was soon followed by the erection of the Tarbox School in 1895 along the same modern lines. The State Armory was completed, as was the Public Library building, during this construction period. Great improvements were made in the sewerage system, the Water Street sewer, draining the lowlands of Ward Five, being built in 1893, and the construction of the Shanty Pond sewer, draining the section of South Lawrence west of South Broadway, being started in 1895.

In 1896 Engine Seven's house and Engine Six's house were completed. The following year the Wetherbee School was built.

In the spring of 1896 the Merrimack River rose out of its banks to a height of nine feet nine inches above the crest of the dam, three inches short of that reached during the great freshet of 1852. Little damage was done beyond the flooding of a number of cellars.

The response of the local militia units in the Spanish-American War was the most important event of 1898. Though the war was brief, some of the Lawrence soldiers reached the firing line in Cuba. Many of them became victims of malaria, and died during their short service, or not long afterward.

On January 31-February 1, 1898, occurred the greatest snowstorm in the city's history. According to the records of the Essex Company, thirty inches of snow fell on a level during that storm and drifts were seven and eight feet deep. The city had a hard time digging itself out, and for a time business was completely paralyzed.

In 1898 land was purchased and plans selected for the High School on Lawrence Street, and on June 17 of the following year the corner stone of the building was laid. The same year land was secured for the erection

of the Bruce School. In 1900 Engine Eight's house was built. The construction of the present courthouse was started and the new General Hospital building dedicated in 1902. The following year the United States Government purchased land for the post office building in Depot Square.

On June 1, 2 and 3, 1903, the semi-centennial of the founding of Lawrence as a city was celebrated. Imposing ceremonies were held, which were attended by Governor Bates and staff. A big feature was a great parade, representing all nationalities.

In 1904 the erection of the Bay State block, Lawrence's tallest office building, was begun, and work started on the post office and Hood School buildings. In 1905 two attempts were made to secure an auxiliary water supply from driven wells, but all borings failed. About the same time an agitation started for the covered filter, located north of the original filter bed. In 1906 the high pressure water service for fire protection was installed in the business district.

The year 1905 saw the beginning of a great period of building construction. In the three years that followed, it has been estimated there was \$10,000,000 expended in building operations. The magnificent Wood Mills were erected in this period, also the Ayer Mills and great additions to several of the other industrial plants. The enormous increase in manufacturing facilities attracted thousands of people to the city, and in providing accommodations for them hundreds of dwellings were erected, besides a number of business blocks. Public improvements kept pace. In 1907 the erection of the large central fire station was started, and was completed the following year, when Engine Nine's house was also built. On July 23, 1907, the City Flour Mills on South Broadway were totally destroyed by fire.

In 1908 began the movement for permanent street pavement, with the paving of Common Street. The following year Essex Street was repaved, and it is today one of the finest roadways in New England. In 1912 paving operations were taken up on a still larger scale and in the next five years over a half million dollars was spent by the city for street paving. All of the main thoroughfares have been paved with granite blocks, besides many other streets. In 1909 the Tuberculosis Hospital was built, and in 1910, Engine Four's house.

In 1909 a commission investigated a nuisance caused by the emptying of sewage into the Spicket River. Upon the recommendation of this commission, all sewage was diverted from the stream in 1910 by the building of three new sewers, in Lake, Lawrence and East Haverhill Streets. The water rights at the Rutter Dam were purchased by the city, and the river bottom was thoroughly cleaned. This cleared the Spicket of all pollution from sewers. On December 7, 1910, the old High School building on Haverhill Street was completely destroyed by fire.

In the fall of 1911 the question of a new city charter was taken up by the voters, with the result that the old original charter was abol-

ished and the commission form of government adopted. The same year the Breen School was built.

The year 1912 goes down in history as one of the most eventful since the incorporation of the city — important because of the radical change in the management of the city under a new charter, but in the main because of the big strike of mill operatives, that through the misrepresentations of itinerant agitators and unscrupulous writers attracted international notice, and cost the city, county, state and corporations hundreds of thousands of dollars, besides reflecting discredit upon the community.

The strike and subsequent happenings did not give the people much time to look into the workings of the new charter, but it has since proven its worth, though there are some features of it which might be improved. A notable event of 1912 was the establishment of the supervised playground system, which has met with remarkable success. A deep interest in the city playgrounds followed, with the result that the park system has been extended and big improvements have been made on all the grounds.

In 1913 definite steps were taken toward the construction of a central bridge over the Merrimack River. About the same time a survey of the Merrimack River was made for a proposed deep waterway.

On February 7, 1913, one of the oldest church buildings in the city was wiped out with the burning of the old Lawrence Street Congregational Church.

Not since the cyclone in 1890 had Lawrence experienced such a calamity as the so-called bathhouse tragedy. This disaster occurred on June 30, 1913, when a runway leading from the northerly bank of the Merrimack River, a short distance above the dam, to one of the municipal bathhouses, collapsed and 11 boys, ranging in age from 8 to 15 years, were drowned. Scores of others were saved through the heroic work of volunteer rescuers. Shortly after the catastrophe the city government abolished the bathhouses on the river. The relatives of each of the 11 victims were compensated in the sum of \$100 to defray the funeral expenses. Afterwards some families sought to recover damages from the municipality, but the Supreme Court decided that under the laws of the Commonwealth they could not prosecute a claim for injury or loss of life sustained at a place of public recreation from which no revenue was derived. The victims were: Secundo Allebro, 10 years; William Bolster, 10 years; Joseph Belanger, 8 years; John Cote, 8 years; Ronaldo Gaudette, 10 years; Joseph Hennessey, 15 years; Roland Jones, 9 years; Joseph McCann, 15 years; Flower Pinta, 11 years; William Thornton, 10 years; Michael Woitena, 14 years.

A notable improvement in 1914 was a revision of the building ordinances, the City Council adopting a building code prepared by the planning board. That year work was started on the construction of a new police station. In the year 1915 was experienced a business depression, when the city government was confronted with a difficult problem in providing

work for the unemployed. The construction of the Ward One sewer was started, and the building of the new central Oliver Grammar School was also begun on June 2 that year.

The years 1916 and 1917 were two of the busiest and most prosperous years in the city's history. The great demand for textile products, caused by the European War, kept every mill running to its full capacity, and labor was in great demand. Municipal and general business interests shared in the beneficial results. The value of mill stocks reached such a point that the most unprecedented increases in corporation tax revenue were secured by the city. Big voluntary raises in pay were given the mill operatives.

On March 31, 1916, in a fire which totally destroyed the residence of Jak Katz on Campo Seco Street, Mrs. Aaron A. Currier and her daughter, Ella Currier, were burned to death.

Outside the extraordinary activity of the industries, the most notable events of 1916 and 1917 were two calls to arms by the National Government. In June, 1916, the local militia units were called to the Mexican border, when trouble threatened with Mexico. In 1917, Lawrence, with the rest of the country, faced a most serious crisis in her history, when on April 6 the United States declared a state of war with Germany and the Nation became involved in the great European conflict. The call to arms in 1917 precipitated a series of happenings that vitally concerned the entire community. The war overshadowed every other event.

A notable public improvement in 1917 was the installation of a booster pump and standpipe on Mt. Vernon Street to give sufficient water pressure in the Phillips Hill section. The east unit of the open filter was covered that year also. In December, 1917, Lawrence responded generously to the call for relief of sufferers of the Halifax disaster. December 30, 1917, was the coldest day ever recorded in the history of the weather bureau in this section of the country, and there was much suffering because of the shortage of coal. The thermometer registered sixteen below zero in the city, while in the exposed spots in the suburbs the mercury dropped to twenty-five below.

It was estimated that in 1918 there was forty per cent of the available machinery in the country employed in making goods for the Government, while the remaining sixty per cent was engaged for civilian requirements. Demands for raw materials, labor and merchandise far exceeded the supply with the inevitable economic result in an extremely high level of prices for all commodities. The rise in wages in the textile mills kept pace. Starting with January, 1916, when the textile industry commenced to feel the financial benefits of the European War, through orders from foreign governments, there was a period of successive, voluntary increases in pay in the Lawrence mills, extending up to and including 1920.

These pay increases came in the following order: five per cent in Jan-

uary, 1916, $10\frac{1}{4}$ per cent, April, 1916; 10 per cent, December, 1916; 10 per cent, May, 1917; 10 per cent, October, 1917; $10\frac{1}{2}$ per cent, March, 1918; 10 per cent, June, 1918; 18 per cent, June, 1919; $12\frac{1}{2}$ per cent, December, 1919; 15 per cent, May, 1920. In December, 1920, a $22\frac{1}{2}$ per cent cut was made, the local mills being affected by the general business depression that had set in during the closing months of 1920. However, another wage increase of $12\frac{1}{2}$ per cent was granted on April 30, 1923. The pay in municipal departments and general business lines also had an upward tendency.

Only absolutely necessary public improvements were permitted in 1918, because of war needs in labor and materials. In 1918 the main structure of the Central Bridge was completed, and in 1918 and 1919 the canal bridge approaches were constructed.

Late in 1917 the City Council seized the Riverside Park ball grounds on Water Street. The price paid was \$37,030. By vote of the City Council in 1918 the park was named for the late Edward F. O'Sullivan.

A strange event was the strike in the Health Department of the city on August 20, 1918, which held up garbage collections. The next day there was a wage readjustment, and work was resumed. This strike was an indication of the scarcity of labor at the time, for never had it been known before or since when local city department employees voluntarily quit the job in such large numbers. Usually the fates of politics determine their departure.

In the fall of 1918 Lawrence was visited by an epidemic of influenza, which was spreading through the United States and taking a terrible toll in human lives. Drastic measures were adopted in this city to combat the disease. A field hospital which was conducted on the United States Army plan was established on Tower Hill, where the afflicted who could not receive the proper care in their homes were treated. Every precaution was taken against the spread of the disease. The first case was reported on September 8. In a few weeks the epidemic had spread to alarming proportions. It continued unabated until the latter part of October. In this period there were 3,966 cases reported, with 179 deaths from influenza and 277 deaths from pneumonia. Daniel J. Murphy, superintendent of sanitation, led the fight against the plague. Hon. John P. Kane directed the military phase of the battle, and a large corps of volunteers, including a number of nuns from St. Mary's and St. Anne's parishes, assisted in the care of the patients.

On November 11, 1918, came the dawn of peace, with the announcement of the signing of the armistice between the contending powers in the European arena. The War was ended! The news was received in Lawrence with wild acclaim, the whole populace turning out in a spontaneous celebration that lasted into the next day.

The home-coming of the soldiers was the outstanding event of 1919, an eventful year. Of the six thousand boys who had gone into the

service from Lawrence, a great many did not return. While the occasion was one of joy, still it brought anguish to many a family whose boy would never return.

On January 16, 1919, the Nebraska Legislature ratified the National Prohibition Amendment, completing the required thirty-six States necessary to add that amendment to the Constitution of the United States, the amendment becoming effective one year from the date of its ratification. The saloon went out of existence in Lawrence the following January. The Massachusetts Legislature had adopted the resolution on April 2, 1918. Massachusetts was the eleventh State to ratify.

On January 22, 1919, trouble began to brew in the local textile industry, with the enforcement of the new forty-eight-hour law. A vote, taken by the operatives, favored the forty-eight-hour week with no reduction in pay, *i.e.*, they contended that they should receive the fifty-four-hour pay under the new working schedule, which would be equivalent to an increase in wages. On this issue a strike was started on February 3. It lasted until May 20, when all the mills had conceded an increase in pay, equivalent to ten per cent.

Although attempts were made, during this strike, to develop a situation similar to the 1912 strife, it never grew so serious, and was attended by little violence. The Lawrence police had the situation well in hand at all times, having profited by the experience gained in the great 1912 industrial controversy. Twenty mounted officers were detailed to strike duty.

Early in the year of 1919, under the provisions of the new city charter, the first so-called "town meeting" was held, when a committee of citizens probed into the financial affairs of the city. On April 30, the City Council fixed the tax limit at \$16.50, and thereafter that portion of the tax rate was devoted to department appropriations or current expenses.

Following the World War there was a period of mill construction that continued up to and including 1923, during which \$3,000,000 was expended on new mills and additions. A notable event in April, 1919, was the distribution by E. Frank Lewis, on the occasion of his seventy-sixth birthday anniversary, of \$50,000 in Liberty Bonds among fifty old employees at his wool scouring plant.

Soaring rents were harassing tenement dwellers by this time, a difficult problem having been created by the great shortage of tenements caused by the government ban on building during the war. Increased construction costs and the manipulation of real estate speculators drove up the rents. The prices continued to soar through 1920, 1921, 1922, and in 1923 they had, in most cases, doubled and, in many, tripled the pre-war rents. The solution of the problem has been apparent only in the construction of new dwellings to a number sufficient to meet the demand. Some of the industrial concerns have aided along this line, particularly the

American Woolen Company which, in 1919, organized a homestead association to help employees to build homes.

On July 1, 1919, the war-time prohibition act was enforced, and the saloons were closed. They were reopened shortly afterward, and the sale of beer of a certain alcohol content was permitted. It was the beginning of the end of the legalized saloon, however, since this act remained in force until after the National Prohibition Amendment became effective on January 16, 1920. Although the conflict with Germany had really ended with the signing of the armistice on November 11, 1918, the United States Senate had not yet ratified the peace pact, and technically we were still in a state of war.

An unusual situation was created in November of 1919, when the public trustees of the Eastern Massachusetts Street Railway suspended operations here in protest against the "jitneys" (all types of passenger automobiles which were run at will by individuals on the routes of the street railway cars, to the detriment of their regular patronage). The "jitneys," though not dependable in the rough going, offered quicker, more mobile transportation when the streets were clear of snow, and they had become quite popular. For several days, including Thanksgiving Day, Lawrence was without street car service. The suspension resulted in the passage of a city ordinance that drove the "jitneys" out of business. On September 19 the City Council seized the building on Common Street occupied by the Industrial School. The price paid was \$30,000.

On February 2, 1920, the two-platoon system went into effect in the fire department. At the previous state election the following question was on the ballot: "Shall an act, passed by the Legislature in the year 1919 to provide for the division, into day and night forces, of the members of fire departments, known as the two-platoon-system, be accepted?" The vote in Lawrence was: Yes, 7,280; no, 2,373; blanks 1,215.

On May 5, 1920, the troublesome, less expensively operated one-man cars arrived on the local division of the Eastern Massachusetts Street Railway, and they were put in operation on lines running within city limits. On June 28 the City Council seized the old riding park property. The price paid was \$40,000. On October 12 it was dedicated as Memorial Park.

On September 7, 1920, at the state primary election, the women of the city went to the polls to vote for the first time for candidates for state offices, the National Women's Suffrage Amendment having been adopted by two-thirds of the States that year. About the middle of the year the Ponzi bubble grew to a tremendous size. When it burst, many local "investors" suffered.

In the textile industry 1920 began under more favorable auspices than it ended. The wage increase in May, previously mentioned, was offset by a cut of twenty-two and one-half per cent in December. Toward the close of the year the depression which had been spreading through the coun-

try hit the mills in Lawrence. For a period in July the American Woolen Company closed its four plants here, and did not run to capacity for the rest of the year. The other textile plants were similarly affected.

The first three months of 1921 saw thousands of the inhabitants of Lawrence and suburbs idle. The attempt to get back to a peace-time basis, in business and industry, was under way. The local mills were severely affected by the depression and general business was poor. After that the mills began to pick up, and toward the end of the year they were running practically on full time.

Two very destructive fires occurred in 1921. On February 21, at the Klous Shoddy Mill on Holly Street damage was done to the extent of \$48,000, and three people died as a result. William Hoffman was found dead in the ruins; Albert Bernier, a second victim, died a few days later, and George Kozloski, the third victim of the fire, died nine days later. On May 12, a fire in the plant of the Archibald Wheel Company caused a property loss estimated at \$260,000. The blaze spread and it destroyed some surrounding property. It was declared to be of incendiary origin.

On April 25, 1921, the City Council voted to seize land for an elementary school on Erving Avenue. On July 1 construction work was started on the building, which was opened in September, 1922. The school was named for Capt. Francis M. Leahy, who was killed in France while leading a charge against the enemy.

On September 26, 1921, the City Council awarded damages for the seizure of property on Haverhill and Oak Streets as a site for an addition to the High School. The contract for construction was awarded to the George Dosé Engineering Company of New York. The estimated cost was \$758,700. This company failed to complete the contract, and the bonding company took up the obligation, turning the completion of the building over to the J. W. Bishop Company of Worcester on May 21, 1922. The construction was finished in 1923.

On November 29, 1921, a severe sleet storm gripped Lawrence. Lighting and telephone systems were completely demoralized. For a time the city was in darkness. On December 1 the community broke through its covering of ice. The motorization of the fire department began in 1921, and in April, 1922, the department was completely motorized.

The years 1922 and 1923 saw the greatest building boom for dwellings in the history of the city. During 1922 building permits were issued for 297 new dwellings, tenement and apartment houses with accommodations for 577 families, at an estimated cost of \$2,752,555. During 1923 permits were issued for the construction of 450 residential buildings with accommodations for 1,495 families, at an estimated aggregate cost of \$5,530,300.

A textile strike in 1922 ended in a complete victory for the strikers. The strike was precipitated on March 27 by the announcement of a cut of twenty per cent in the wages of the operatives of several of the plants.

The American Woolen Company mills were not involved, and the Arlington Mills announced a shutdown indefinitely "on account of poor business." Several attempts were made to settle the controversy, but it dragged on till after Labor Day. It was remarkably free from disorder. The contending mills finally, on August 16, made an offer to the effect that the old wages would be restored October 1, retroactive to September 5. The offer was accepted. In the meantime the Arlington Mills had been taking in its employees, so that by the middle of September normal conditions obtained in practically every local plant.

In 1922 a swimming pool was constructed by the Park Department in Ward Four playstead. On January 31 of that year Cardinal O'Connell gave permission for the erection of a French orphanage in Lawrence. The building, at this writing, is under construction on the southern slope of Tower Hill, opposite the Lowell Boulevard. On April 29 the cornerstone of the beautiful new Masonic Temple on Jackson Street was laid. The building was completed in 1923. It is a fine addition to the imposing structures of Lawrence.

In 1922 and 1923 there was considerable sewer improvement, especially in South Lawrence. Besides, a few main thoroughfares were paved with granite blocks, while many residential streets were relaid with bituminous macadam. In 1922 the Foster Street sewer was extended through Salem Street to South Union Street, and in 1923 there was a further extension of the Shanty Pond sewer, provisions having been made to extend it through Clifton and Groton Streets to South Broadway, and thence to Inman Street where the trunk line will end. From 1920 to 1923 over fifteen miles of streets were relaid with bituminous macadam.

The winter of 1922-23 will be remembered particularly for its severe snowstorms, intense cold and the suffering due to a shortage of coal. January was the worst month. There were three blizzards that month, and temporarily the city was badly crippled. They were a vivid reminder of the great storm of 1898. The winter of 1922-1923 had a record snowfall. During that season one hundred and three-fourths inches of snow fell on a level, the greatest amount since 1885, when the Essex Company began keeping such data. The nearest to that figure was in the winter of 1886-1887, when ninety-nine and three-fourths inches of snow fell. In April, 1887, there was fifteen inches of snowfall, remarkable for that month of the year.

The worst fire tragedy since the Pemberton Mill disaster occurred on January 20, 1923, when eight people were suffocated and a three and one-half story brick structure at 349-351 Elm Street was gutted. The fire started about one a.m., when the occupants of the building were deep in slumber. Owing to the deep snow that blocked the streets of the city at the time, the fire department had great difficulty in reaching the scene. The origin of the fire was not determined. There was suspicion of incendiarism. An investigation was made by State and local police.

Arrests followed, but a trial failed to substantiate the charges. The victims were: Lucia S. DiGloria, 30 years; Maria DiGloria, 8 years; Rosa DiGloria, 6 years; Angelina DiGloria, 4 years; Guiseppe DiGloria, 2½ years; Mary S. Kaled, 55 years; Joseph H. Reesha, 70 years; Romanus Reesha, 25 years.

A notable public improvement, started in 1923, was the new City Hall building. On May 1, during a spring freshet, the Merrimack River rose to the highest point in twenty years. Several of the mills were forced to shut down for a day. Eight and one-half feet of water flowed over the crest of the dam. A strike of the street car men on the Eastern Massachusetts occurred May 5-9. In May work on the foundation of the new exchange building of the Telephone Company was begun. On June 20 a heat wave closed the schools and several of the mills. The operators at the local telephone exchange struck on June 25 for more pay and shorter hours. The strike lasted till July 26, and was not a success. On October 22 definite steps were taken toward the construction of the Woodland Heights sewer in South Lawrence.

The year 1924 will be noted for its extraordinary industrial and business dullness. Lawrence's industries, in common with those throughout the country, suffered from the general depression. In municipal circles the opening and occupancy of the new City Hall was an event of much importance. Work was started on the new service buildings at the city yard on Marion Avenue. Steps were also taken for the establishment of an incinerator plant for the destruction of garbage and refuse, as a solution of the dumping-ground problem. An outstanding event of the year was the observance of the fiftieth anniversary of the ordination of Reverend James T. O'Reilly, O. S. A., dean of local Catholic clergymen. Father O'Reilly had spent thirty-eight of his fifty years in the priesthood in Lawrence, as pastor of St. Mary's Church. That those years were full of achievement for both church and city was evidenced in the splendid tribute paid him by men, women and children of all creeds and racial extraction on the occasion of his golden jubilee. The celebration lasted four days, and it was featured by a great civic parade in honor of the venerable clergyman. The observance closed with a big civic banquet which was one of the most representative gatherings ever gotten together in Lawrence. Men prominent in the industrial, professional, business and civic life of the community joined in giving expression to their admiration of Father O'Reilly's citizenship. It was the greatest tribute paid an individual in the history of the city.

On July 17, 1924, the city was visited by a severe electrical and hail storm, which was followed by a deluge of rain. Hailstones fell, ranging in size from that of a hen's egg to a regulation baseball. Hundreds of windows were broken throughout the city and suburbs. Several persons who failed to get under cover were injured by the strange bombardment from the heavens.

LAWRENCE IN A NUTSHELL

Area. 4,577 acres, about equally divided by the Merrimack River; 2,216 acres in North Lawrence; 2,097 in South Lawrence; 264, Merrimack River.

Situated. Within easy reach of seaboard. Twenty-six miles from Boston, on lines of Boston & Maine Railroad; sixty-seven passenger trains daily; also center of street railway system. Excellent water power. Merrimack River which flows through city turns more spindles than any other stream on earth.

Population. Approximately 100,000, including 47 nationalities. Three suburban towns adjoining depend largely upon city's industries and mercantile enterprises. Combined population of Lawrence and contiguous towns, approximately 130,000.

Industries. Worsted cloth center of the world. Has several plants which are the largest producers of their kind in the country. Second city in Massachusetts in value of manufactured products, Boston alone exceeding it. Has largest print works and worsted mill in the world. Mills cover nearly 300 acres. Nearly 30,000 employed in the textile plants alone. Annual payroll all industries (1921) \$36,904,884; annual production, all industries, value \$149,543,413; invested capital of over \$164,000,000. Wide diversification of industries, manufactures including: worsteds, woolens, cotton cloth, print goods, paper, paper mill machinery, shoes, shoe machinery, rugs, carriages, wheels, bobbins, fibre board, boilers, chemicals, soap, loom harnesses, mill supplies, besides various products of foundries, machine and woodworking shops, granite works, etc.

Public Health. According to mortuary statistics Lawrence has a low death rate. Municipal Health Department has several well organized agencies active in the preservation of public health. Special attention to child welfare. First successful municipal filtration plant installed here. Reservoir, pumping station and 110 miles of water mains. Ninety-two and one-half miles of sewers. Twenty-two parks and playsteads, comprising 184.69 acres. General, municipal and tuberculosis hospitals. Tuberculosis dispensary with clinics and field work. Medical inspection and dental clinics in connection with schools.

Public Safety. Well equipped police and fire departments. Eight engine houses with complete motor apparatus, police station and district court. High pressure water service in fire hazard district. State Armory and three units of the State militia. Well lighted thoroughfares. One hundred and twelve miles of streets. Seventy-two miles of accepted streets. Twenty and one-half miles paved with granite, cement grouted joints.



VIEW OF LAWRENCE IN 1924, FROM PROSPECT HILL

(Photograph by Swensen)

Educational. In educational advantages the city compares favorably with any other city of its size in the country. Thirty-two public schools, elementary, grammar and high grades, including evening courses. Fourteen parochial schools. Well equipped industrial or continuation school. Two commercial schools. Public Library with eighty-four thousand volumes. Free lecture courses. Forty-three churches, all denominations. Other organizations active in moral and physical development. Over two hundred fraternal and charitable societies. Fifty labor unions. Three enterprising newspapers. Chamber of Commerce.

Government. Commission form, including the initiative, referendum and recall. Concentration of responsibility and a close relationship to the electorate are prominent features of plan. Number of voters, 13,504 male, 8,554 female. Nineteen voting precincts, included in six wards. Tax rate (1923), \$27.20 per thousand. Assessed property valuation (1923), \$120,339,985. Property taxed on two-thirds of value.

Mercantile. Center for several surrounding towns. Shopping district lined with finely appointed, well equipped stores, several of which are metropolitan in proportions.

Banks. One national bank, three trust companies, three savings and three coöperative banks, besides a Morris plan bank for handling small loans. Approximately \$54,000,000 of saving deposits in banks of Lawrence.

Remarks. A shire town of Essex County, with courthouse and registry of deeds. Post office of the first class. A city with a most cosmopolitan population, industrious, thrifty people, living in harmony. A city of homes, remarkable for the number of workers who own their homes. A progressive city, ever ready to welcome enterprise and encourage it.

MUNICIPAL GOVERNMENT AND DEPARTMENTS

LAWRENCE is under a commission form of government, so called. The general management and control of all the affairs of the city, except the public schools, is vested in a city council, consisting of a mayor and four aldermen, known as commissioners or directors. The general management and control of the public schools and property pertaining thereto is vested in a school committee of five, the mayor being a member *ex officio*. All of these officers are elected at large, by the registered voters of the city, for terms of two years.

On November 7, 1911, at the State election, the present city charter was adopted, and it went into effect at ten o'clock on the morning of January 1, 1912, when the government under the old charter was abolished and the newly elected city council and school board took office. The adoption of the new charter was the result of a vigorous movement for a change in the form of government. When the question pertaining to the project was submitted to the voters by the Legislature public sentiment was strongly in favor of a reform. On the question as to whether the old charter should be repealed the vote was: yes, 6,027; no, 2,214; blanks, 840. The vote on the question as to the new form was as decisive. Two plans were presented: Plan One, which was to establish a city government of a mayor and a council of nine members; and Plan Two, which was to establish a government by commission. The latter was adopted by a vote of 6,077, as against 1,358 for Plan One, with 1,646 blanks.

The old charter had been in vogue since the incorporation of the city in 1853, and in the nearly threescore years of its existence it had been but slightly modified and amended. It had provided for what is familiarly known as a two-branch government, consisting of mayor and board of aldermen, and a common council. Subordinate officers and boards were either appointed by the mayor or elected by the city council. The board of aldermen comprised six members, one from each ward though elected at large, and the common council was composed of eighteen members, three being elected in each ward. The school committee had, besides the mayor, twelve members, two being elected in each ward.

No provision being made in the new charter for a board of fire engineers and a water board, both these boards were abolished, upon the adoption of the commission form of government, their powers and duties being put under control of the director of public safety and the director of engineering, respectively.

Under the present charter the administrative affairs of the city are divided into five departments, namely: department of finance and public affairs, department of engineering, department of public safety, depart-

ment of public property and parks, and department of public health and charities. The department of finance and public affairs includes all the sub-departments, boards and offices connected with it, such as the treasury, auditing, purchasing, assessing, sinking funds, tax collection, claims, registration of voters, city clerk and legal. The department of engineering includes the highways and other ways, street watering, sewers and drains, water and water works, bridges and engineering. The department of public safety includes the police and fire departments, lighting, wiring, weights and measures and conduits. The department of public property and parks includes municipal buildings, parks and public grounds. The department of public health and charities includes the health and poor departments, city physician and municipal hospitals.

The following are known as administrative officers: city clerk, city treasurer, collector of taxes, city auditor, purchasing agent, board of overseers of the poor, consisting of five persons, city engineer, city physician, board of health, consisting of three persons, of whom the city physician is one, city solicitor, board of park commissioners, board of sinking fund commissioners, board of assessors, board of trustees of the public library and a board of cemetery directors.

Prominent features of the present charter are the recall, initiative and referendum. These provisions are intended to bring the government and the people into closer relationship, and they provide an immediate and direct means of adjusting serious difficulties that may arise in the administration of government affairs. Provision is also made for publicity in all municipal matters, and there are restrictions tending to prevent hasty action on matters involving the expenditure of large sums of money. An outstanding feature is the concentration of responsibility.

Party or political designations or marks are abolished, and elective officers are chosen solely on the ground of personal qualification or fitness. When the new charter was adopted provision was made whereby the city council designated by majority vote the head of each department, except in the case of the mayor who acts as director of the department of finance and public affairs. In 1914 the charter was amended to provide that the office of each director be designated on the ballot at the time of his election by the voters of the city.

The powers of the city council are broad. The mayor has no veto, and no measure which the city council makes or passes is presented to him for, or requires his approval to become effective. The council determines the policy to be pursued and the work to be undertaken in each department, but each member has the full power to carry out the policy or have the work performed in his department, as directed by the city council. The council has full supervision of the erection, alteration and repair of all public buildings, including school buildings.

The public library of the city is under the management and control of a board of trustees, consisting of the mayor, three trustees of the White

Fund (these four being members *ex officio*), and five citizens elected by the city council.

The annual budget is made up by the mayor, after he has received estimates, from the department heads, of the appropriations required, and it is adopted by a majority vote of the city council. A four-fifths vote is necessary to change any item in the budget as submitted by the mayor, and then only to reduce the amount.

THE CITY HALL — ITS HISTORY

THE new City Hall, which was just completed as we went to press, is a handsome, commodious structure, and modern in every respect. It fills a long felt want by providing quarters for all municipal department heads under one roof. While there was much to be admired in its predecessor, particularly as regards its historical connections, it had for years failed to give sufficient accommodations. So the old City Hall had to go, though its passing was not without a sense of regret by the older inhabitants of the city.

All that remains of the former building—that is visible—is the old cupola and base with its clock and bell, and eagle perched on top. The old audience hall is gone, replaced by two office floors. In the reconstruction, the tower and outside walls of the old building were retained, one of the latter as a partition wall. The wings on either side of the tower were carried to a point close to the building line on Common Street.

The dimensions of the new building are 133 by 93 feet. The outside walls are finished with Kitanning gray brick. The architecture is classical, but not monumental. There are thirty-three main offices above the basement, and the basement contains an office for the sealer of weights and measures, the city pharmacy, precinct voting room and an overflow room for the city clerk.

An interesting feature of the new building is the main rotunda which occupies the whole center of the structure and extends up through the second and third floors. Over the center is a large leaded-glass skylight which floods the interior with light.

The only stairway in the building is the main stairway in the tower, at the main entrance on Common Street. There is a secondary entrance on Appleton Street.

The reconstruction work started in the spring of 1923. The contract price was \$329,000.

* * * *

Until the construction of the new building the old City Hall stood substantially as it had stood in 1850, a building of bold and impressive outlines, architecturally a triumph of its day. This public hall had probably served more varied uses than any other building in New England. On its stage platform had appeared many of the world's famous lecturers, orators, authors, actors, musicians and politicians. The county courts were held in this hall prior to the time of building the Court House. Many of the first local churches worshiped there before becoming established in their own edifices. It was a drill room for departing volunteers during the Civil War, and in it, wrapped in the American flag, lay the

remains of Needham, the first martyr of the Rebellion. There was a week, many years ago, when the hall on Monday night was used for a brilliant ball; on Tuesday evening, for religious revival services; on Wednesday night, for a political caucus; on Thursday, for a Sabbath school convention; on Friday, for a dog show; on Saturday, for a Fenian mass meeting, and on Sunday, for regular worship by an unhoused church — and that week was not altogether exceptional. It was a morgue at the time of the Pemberton disaster, a house of mourning when Presidents Taylor, Lincoln and Garfield died and memorial services were held, and the funerals of a number of prominent soldiers and citizens had been held from it.

Prior to the building of the Town or City Hall, town meetings were held in Merrimack Hall during the year 1847, but at the March meeting in 1848 the townsmen gathered in the Free Will Baptist Meeting House, a one-story wooden structure that had stood on the northeasterly corner of White and Haverhill Streets. In the warrant presented at that meeting was an article which read: "To see if the town will choose a committee to obtain a plan of a Town House, and to appoint an agent to superintend the building of the same."

On April 17 following, it was voted that a Town House be erected for the use of the town, "to include a town hall and such offices as may be judged necessary for the present and future needs of the town government." Discussions immediately started as to its location, and several sites were proposed. Finally, it was decided to erect a building in the present location, on Common Street between Appleton and Pemberton Streets.

The lot at the time of its purchase from the Essex Company had a frontage of 150 feet on Common Street, but in 1855 eleven feet and six inches were taken for the laying out of Pemberton Street. The town paid \$8,000 or fifty cents a foot for the land.

The contract for the construction of the old City Hall was let August 25, 1848. The contract price was \$27,568, and out of this amount were reserved \$1,000 for a clock and bell, \$700 for heating and \$100 for ventilating apparatus.

The old building was 120 feet 8 inches long, and 68 feet 8 inches wide, exclusive of the granite base which projected three inches all around the brickwork, with a tower 23 by 24 feet in size on the front side. The contract price, besides the above amounts mentioned as reserved for special purposes, included the cellar masonry, the ashlar or granite base, the brickwork of the walls, all woodwork, slating and painting, also a sidewalk of brick with hammered granite edgestones, and a fence along the Common Street side, "equal in cost and quality to that in front of the house of Capt. Bigelow." (This house stood at the corner of Lawrence and Haverhill Streets, and was removed to make room for the Pacific mansion now standing there.) Charles Bean was chosen by the

selectmen to superintend the construction. No building of its kind was ever more economically erected.

The Town House was accepted by the architect and building committee from the contractors, and it was delivered to the selectmen on December 5, 1849. On the following day the town clerk, E. W. Morse, moved into the office prepared for him and became the first occupant of the building. It was dedicated with appropriate ceremonies on the evening of December 10, 1849.

At the close of the financial year, March 1, 1850, the value of the building and land was reported to be \$37,292 and the furniture \$2,166, which included the furniture for the Court of Common Pleas (now called the Superior Court) that sat for a while in the large audience hall on the second floor, and also that for the Police Court which occupied what later became the City Council chamber. According to the town report for the year ending in March, 1851, however, the value of the property should be stated as \$41,119, there being an account of additional claims paid, which had possibly been disputed.

A prominent decorative feature of the City Hall is the large eagle on the tower. The eagle, with the ball and pedestal on which it stands, was designed and carved by John M. Smith, a member of the Board of Selectmen in 1848, who had charge of the woodwork construction at the Essex Company machine shop. It cost \$500. Perched, as the bird is, about one hundred and fifty-six feet above the ground, one does not realize that it is nine feet and six inches from the tip of the bill to the tip of the tail, with other dimensions in proportion, and that the ball on which it stands is three feet in diameter. The eagle is in a position of preparing to spread its wings to fly, which was regarded as symbolic of the fledgling town.

The building was acknowledged to have had no superior in construction in Lawrence. There were no better plain brick walls in the world than the walls of this old structure. Though age had toned its colors and mellowed somewhat its outlines, and far more costly and elaborate structures had become common, the historic building still retained its charm.

The face brickwork had been laid plumb bond, that is, all the joints were exactly over those of the second course below, which was the prevailing style of the best construction in those days. On the Appleton Street side of the building at the corner of the alleyway in the fifth course above the granite base, was a brick bearing the names, "S. Lawrence. A. Lawrence." When the central mill of the Bay State Company, now the Washington Mills, was built, Samuel Lawrence, the treasurer of the company, having had some bricks made bearing the above inscription, had one of them built into the corner of the central doorway of the mill a little above the sill. Another was the one built into the corner of the Town House or old City Hall. The S. was the initial for Samuel, and the A. for Alison, his wife. The placing of the brick in the wall of the Town House was another mark of respect for the family which so greatly assisted in

the founding of the community. Mindful of the respect still due the name, the City Council of 1923 arranged to have this brick replaced in the same position in the new building.

The two shot which were displayed on either side of the doorway in the tower of the old City Hall, and which are now located inside the main entrance of the new building, came from Fort Sumter. They were picked up there after the evacuation of the fort by the Southern forces following the surrender of Charleston, February 17, 1865. As a token of regard, they were presented to the City of Lawrence by G. V. Fox, Assistant Secretary of the Navy, and a former citizen of Lawrence and at one time agent of the Bay State Mills. These fifteen-inch shot, with many others, were found among the ruins of Sumter, having been fired from the Federal fleet of monitors during the bombardment of the fort on April 7, 1863. No gun of a bore greater than ten inches had been used on any other vessel or by the Army during the war. In the week ending December 25, 1865, the shot, each weighing 350 pounds, were placed in position on the tower of the old hall. The mountings were designed by Alderman Payne, and they consist of an iron wall plate in the shape of a shield embroidered by moulding in the form of a rope. On the shield is illustrated a monitor in relief, and from it projects a forearm and hand in which the shot rests. The arm is clothed with a naval sleeve, bearing the cuff of a rear admiral, ornamented in proper form with two bands of gold and a five-pointed star. The identification inscription was provided by Ericson, the inventor of the monitor.

On December 18, 1849, soon after the town took possession of the Town House, the Court of Common Pleas opened a term of court in the audience hall with Judge Perkins on the bench. This court continued to sit there until October, 1854, when an order was adopted by the City Council providing that arrangements be made for it in Lawrence Hall, which was located on the southeasterly corner of Amesbury and Common Streets, known now as Music Hall.

In 1850 the town sold the old lockup, which had been located in the rear of the first post office near the corner of Broadway and Common Street, and fitted up cells for prisoners in the basement of the Town Hall. These cells soon fell into disrepute, and accommodations were sought elsewhere. The Police Court was then located on the first floor. In June, 1854, a committee of the City Council recommended that the Police Court be removed to the Empire Building, formerly the Empire Hotel, located on the northwesterly corner of Essex and Appleton Streets. It sat in what was for many years Needham Hall, the old Grand Army headquarters, which is said to have been the dining room of the hotel; and here the court remained until the original police station building was completed and opened, June 24, 1867.

The free evening school, a few years after its inauguration in the winter of 1859-1860, was located in the basement of the old City Hall.

Frederick H. Garfield was elected the first janitor of the Town House and of such schoolhouses, not exceeding three, as the School Committee might designate. His compensation was one dollar per day, not including Sunday, but he was to exercise the same care over the Town House on Sundays as on other days. It was evidently proper for him to work on Sunday, but wrong to receive pay for it.

The clock and bell in the tower are interesting reminders of the early days. They are the only markers of time, connected with the old building, that do not pass into oblivion. The clock at one time chimed the hour. For years after the fire alarm was installed the clock did not strike. In 1895, however, a sentiment for the old timepiece revived. The hammer was rearranged so that it would not interfere with the fire alarm mechanism, and on May 3, 1895, the clock again for a time struck the hour, after a silence of a quarter of a century. From this tower, along with the other bells of the city, "the curfew tolled the knell of the parting day"; when it ceased to do so, no one remembers, but the sweet tones of the bell still call the children to school. The bell was made by H. N. Hooper & Co., of Boston, and cost \$999.96. It is one of the largest in Lawrence, and before the bell on the John R. Rollins School was placed in position it was the largest. It weighs 3,446 pounds.

FILTRATION SYSTEM AND WATER WORKS

FOR twenty-five years the inhabitants of Lawrence secured their water for domestic purposes largely from wells and cisterns. This was the principal source of supply until the present water works were established. From that time till the installation of the filtration system, which was designed by Hiram F. Mills of the Essex Company, chairman of the committee on water supply and sewerage of the State Board of Health, the water from the river was used without any attempt at purification.

Prior to the building of the filter, typhoid fever made heavy inroads upon the inhabitants of Lawrence annually, but with its installation it developed that the disease germs could be removed, and the Merrimack River water made harmless and healthful. This has been evident in the high rating of Lawrence among the cities of the country, for health conditions.

In recent years, however, the filtration facilities have been regarded as inadequate to meet the rapidly growing requirements. The tremendous growth of Lawrence and the demand made upon the filtered supply has created a situation so serious that, at this writing, a commission is engaged in studying the possibilities of a new source of supply.

While the slow sand filter now in use has demonstrated its worth in preserving the health of the community, its capacity has not kept sufficiently in excess of the demand notwithstanding the expansion of the plant. The installation of a mechanical or rapid sand filter has been proposed to tide the city over until the State Board of Health determines a permanent source of supply. A comparison of figures extending over the past twenty-eight years shows an enormous increase in the consumption of filtered water during that period. The consumption for the year 1922 was 1,656,000,000 gallons, as compared with 1,150,000,000 gallons in 1894. The average daily consumption was 4,500,000 gallons in 1922, as compared with 2,876,543 gallons in 1894.

The first steps looking toward the providing of a water system for Lawrence were taken in 1848 when the "Lawrence Aqueduct Company" was chartered. John Tenney of Methuen, Alfred Kittredge of Haverhill and Daniel Saunders of Lawrence, with associates, formed the corporation. Their project of bringing water from Haggett's Pond, now the source of supply for the town of Andover, was deemed impracticable. The authorized capital of the company was \$50,000. The projectors based calculations upon the estimated use of eighteen gallons per day by each consumer. Experience showed that a supply three or four times that quantity must be provided to cover use, waste and leakage.

In 1851 the Bay State Mills and the Essex Company, sharing the

cost, built a reservoir of 1,000,000 gallons capacity on Prospect Hill. Water in this reservoir, raised from the canal by pumping through tested iron pipes, was kept on a level of about 152 feet above the crest of the Merrimack River Dam. The property was owned and operated by associated corporations, forming the Lawrence Reservoir Associated, each company having its own system of distributing pipes.

For twenty-four years pipes and hydrants in corporation yards and principal business streets were supplied from this reservoir. The old Common Pond was also filled from this source. In 1871 and 1872 municipal water works were agitated, and in consequence of a petition signed by Henry Barton and eighteen other citizens the City Council caused an investigation of the project to be made by a special commission which recommended that the supply be taken from the Merrimack River.

An act passed by the Legislature and signed by Governor William B. Washburn on March 8, 1872, provided for the appointment of three commissioners by the City Council to execute, superintend and direct work done by authority of the act or subsequent acts. Upon the approval of the act by the voters in May, 1872, a joint special committee on water supply was appointed in the following June. An exhaustive report was submitted and on April 18, 1873, an ordinance was passed providing for the election of a board of water commissioners.

The present pumping station and reservoir were constructed in 1874-75. On October 19, 1875, water was forced up into the reservoir for the first time. In 1893 the original filter was completed. This was the first municipal filtration system for the elimination of bacteria established in the country. The water was turned on the bed in September of that year. It has an area of two and one-half acres. In 1907 the capacity of the filtration system was increased by the construction of a covered filter west of the original bed. The water area of this is three-quarters of an acre.

In 1916 work was started on the reconstruction of the east unit of the open filter. (The original bed was divided into three units with separating walls in 1902.) A concrete bottom and walls were laid in 1917, and in 1918 this unit was covered with a concrete roof. The improvement was intended to increase the capacity by excluding the difficulty from iron in the ground water that had found its way into the upper drains.

To take care of the high locations in the Phillips Hill section of the city, a booster pump was installed in 1917, connected with the low pressure mains, and a standpipe with a capacity of 40,000 gallons was erected on the highest point of Mt. Vernon Street. The top of this hill is practically on a level with the bottom of the reservoir, and the pressure in this locality had been too low, except when the reservoir was full.

The reservoir has a capacity of 40,000,000 gallons, and the pump-

ing capacity of the old Leavitt engine at the pumping station for 24 hours is 4,600,000 gallons each side, one side being operated at a time. A turbine engine, installed in 1912, with a pumping capacity of about 3,000,000 gallons in 24 hours and a Barr pump with a capacity of about 1,900,000 gallons a day are used in connection with the high service water tower on Tower Hill, which regulates the flow on the hills and in the mercantile or so-called fire hazard district. The turbine can be used on either the high or the low pressure service.

The high pressure service was put in originally to supply Tower and Prospect Hill sections. The original main was extended from the standpipe on Tower Hill down Haverhill Street, and East Haverhill Street to High Street. In 1906, upon petition of the Merchants' Association, the Legislature authorized the City of Lawrence to borrow \$50,000, outside the debt limit, for the purpose of extending the high pressure water service for the better protection against fire in the business section of the city. The main on Haverhill Street was tapped at Lawrence Street, and also at Broadway. A pipe was laid extending from the distributing main on Haverhill Street down Lawrence Street to the south side of Essex Street. From this point a main was extended up Essex Street to Broadway, Broadway to Common, Common to Union, Union to Essex, and thence up Essex to Lawrence Street, completing the circuit. The whole system is laid out so that in case of accident there will be but a small unit out of service at one time.

The high service water tower was built in 1896. The enclosed steel tank is one hundred and two feet high and thirty feet in diameter. At one hundred feet there is an eight-inch overflow pipe that conveys the overflow back into the reservoir. In case of the necessity of repairs on the enclosed standpipe the water can be pumped directly into the mains through a Ross pressure regulating valve. The capacity of the standpipe is 528,768 gallons.

The water tower is octagonal, with the shortest inside diameter 33 feet, 4 inches. The thickness of the masonry walls at the bottom is two feet, and just above the balcony floor 16 inches; the balcony floor, where lookout is, 107 feet above foundation; window sills, 109 feet; sills of triangular windows in roof, 138 feet; top of finial, 157 feet above base. The foundation of the tower has an elevation of 250 feet. Cost of construction: Metal standpipe, \$11,161; masonry tower, \$21,718.

The reservoir when full, with depth of 25 feet, has an elevation of 202 feet, and the top of the embankment, 207 feet. The logical location for the reservoir was on "Emery Hill" at the top of Lowell Street, which has an elevation of 248 feet, with a plateau broad enough for this storage basin. Why it was not located there has been attributed to "politics," although it has been said that a dispute over the price of the land was the cause. At any rate, the first water commissioners chose the Bodwell land instead of the proposed Emery location.

Connected with the reservoir are 110 miles of water mains. There are over 950 hydrants.

The original cost of the water works was \$1,363,000. The cost today, with the several improvements, is estimated to be \$2,611,551. Beginning with 1903, with few exceptions, the department has been each year self-sustaining, there having been a surplus of receipts over expenditures.

THE FIRE DEPARTMENT

THE first engine house erected within the limits of Lawrence was a small one-story structure, with large doors but minus windows in front, at the corner of Essex and Turnpike (Broadway) Streets, on the site of the Brechin block. This was constructed shortly after the beginning of operations on the dam. In it was stored the hand engine "Essex," purchased by the Essex Company and manned by its employees for nearly three years, when it was sold to the town, and the building used for other purposes. The engine was transferred to a wooden building on Morton Street, which was subsequently used as a fire station and is still standing. The structure was used until recently by one of the departments of the Industrial School, it having been remodelled and enlarged. This particular engine house was replaced by what is now known as Engine 4's house at the corner of Lowell and Oxford Streets.

In 1847 the town purchased two more hand engines, and two small wooden buildings were built for their storage. One of these was erected on Newbury Street, but it was afterward removed to Garden Street. In it Niagara 2 (first called "Rough and Ready") was housed. Later the building was sold and removed to Union Street to be converted into a store and tenement. The other structure was erected on Elm Street, between Lawrence and White Streets, in which Syphon 3 was housed. Later it was removed to the southerly side of Oak Street. In 1850 a fourth hand engine company was formed in South Lawrence under the name of the Tiger Fire Association. For its quarters a building, similar to the others, was erected at the corner of Turnpike and Crosby Streets.

The site of the present fire department headquarters, or close to it, on Lowell Street, has been marked by an engine house since the very early days of the department. The original fire station in this location stood on part of the site of the Central Fire House. It was occupied by the Hook and Ladder, City Hose and Lawrence Protective Companies, the last named being disbanded in 1853. In 1854 the building was removed to Amesbury Street, in the rear of the First Baptist Church, where it remained until 1864. Then it was removed to a lot near the corner of Concord and Franklin Streets, when it was enlarged and used for fire purposes until the brick fire house was erected there.

Prior to 1860 none of the engine houses were provided with hose towers worthy to be termed such. They were occasionally heated by box stoves in cold weather, and were provided with small bell towers. The first hook and ladder truck purchased by the town was a crude affair of light construction, with a small number of ladders of medium length, a few hooks, axes and lanterns. The City Hose carriage was a

two-wheel affair, capable of carrying five hundred feet of hose and manned by a company of ten members. Later a five-wheel carriage was substituted, and its name was changed to Eagle Hose Company which organization ceased to exist in 1870.

The construction of the first brick fire house, at the corner of Haverhill and White Streets, long since known as the Old Battery Building, was authorized in June, 1856. The following September the old wooden house on Oak Street was sold, and hand engine 3's company moved into the new quarters. This house was later also occupied by the Bonney Light Battery, which was organized in 1865, at the close of the Civil War, and named for Mayor Bonney. Hence the name of Old Battery Building. For many years the house has not been used by the Fire Department, and the Bonney Light Battery long ago went out of existence. The building is now used as a storehouse by the Public Property Department, besides being a polling place for Precinct Eight. The old brick fire house at the corner of South Broadway and Crosby Street, occupied by Engine 3, was built in 1869, and the one on Garden Street, occupied by Engine 2, in 1871. The old brick house at the corner of Franklin and Concord Streets, which had been occupied by Ladder 4, was constructed in 1876. This building was abandoned as a fire house in 1922 and it was turned over to Lawrence Post, American Legion, for a home.

The newer houses, all of brick, were constructed as follows: Engine 4's, Oxford Street, in 1910; Central Fire Station, Lowell Street, in 1907; 6's, Howard Street, in 1896; 7's, Park Street, in 1896; 8's, Ames Street, in 1900; 9's, Bailey Street, in 1908.

At the time of the Pemberton Mill disaster, January 10, 1860, the necessity for a more adequate system of fire protection was brought home with telling force, and the City Government purchased the Pacific No. 1 from the Amoskeag Manufacturing Company of Manchester, N. H., it being the fifteenth steam fire engine made by that concern. This steamer was placed in service in Lawrence on July 6, 1860, and was first located in the Old Battery Building. It was transferred to Lowell Street when the former brick house there was built. After eleven years of regular service the old Pacific was set aside as a reserve steamer, and nine years later it was sold for one quarter of its original cost.

In 1919 the department equipment comprised fifty trained horses, four steamers, four hose wagons, four combination hose and chemical wagons, one protective wagon, one double tank chemical, four hook and ladder trucks, a water tower, besides nine supply and exercise wagons. The personnel included a chief, deputy chief, eleven captains, nine lieutenants, sixty-nine permanent men, sixty call men and one hundred substitutes.

In 1922 the department was completely motorized. The new equipment included: Seven triple-combination pumbers, one combination truck,

three city service ladder trucks, one aerial ladder truck, besides an ambulance. Of the old equipment there were reserved, as a precaution against a conflagration, two horse-drawn ladder trucks, one steamer and the old water tower. The rest has been junked and the horses transferred to the Street and Health Departments.

On February 2, 1920, the two-platoon system went into effect, and 40 permanent men were added to the force. There have been since appointed four district chiefs. In 1923 the number of captains had been reduced to six, while the number of lieutenants had been increased to 17. In April, 1922, the call firemen were retired from active service. There are eight fire houses, including the seven-run central station, one of the largest in the country.

The town fire department was organized on June 12, 1847, and established by legislative enactment the following year. At first fire wardens were chosen. Two years later the system was changed, and a fire chief was elected. In June, 1891, the department was reorganized by an act of the Legislature, and a board of three engineers, a chief and two assistants, the former to be permanent and the other two "call" commanders, was provided for. These were named by the Mayor and confirmed by the Board of Aldermen. When the new city charter, or commission form of government, went into effect January 1, 1912, it provided for the abolishment of the board of fire engineers.

Prior to 1869 the fire alarms were given by ringing small bells on the several engine houses, except in case of a fire of considerable magnitude when the City Hall and corporation bells were rung. In the early days frequently much confusion prevailed in locating fires as there were no signal boxes as there are today. The sources of water supply, too, were limited and the apparatus was crude. In July, 1869, the first fire alarm telegraph system was introduced. It comprised 14 boxes and three bell strikers, which were installed at an expense of \$8,000. This system was gradually enlarged and improved upon until 1909 when the present modern Gamewell system, including what is called the fast and slow time method, was provided at a cost of \$22,000. In 1923 there were 148 signal boxes.

The fire alarm is transmitted from the fast time signal to a mechanical speed transformer, and the box is rung simultaneously on all tower bells, which are located at City Hall, Arlington Mills, Rollins School, Bruce School, Parker Street Church and the Pacific Mills.

THE POLICE DEPARTMENT

IN the early days of Lawrence every one was too busy to be concerned about criminal doings, but, as the town began to grow, evils cropped out and the need of some law enforcing department was felt.

At the first town meeting ten constables were appointed, and of these ten men Gilman F. Sanborn, Nathaniel Ambrose and James D. Herrick were successively at the head of the town police.

Not until Lawrence was incorporated as a city was a regular police department organized. From the founding of the city till 1888 the police were subject to annual change as went the fates of politics, but in 1887 a law was passed making the police force permanent. The growth of the department has kept pace with the development of the city. At the close of the year 1923 the force consisted of a city marshal, four assistant marshals, one lieutenant, five sergeants, seven inspectors, one police woman, a clerk, a keeper of the lockup, a matron, four motor cycle officers, three chauffeurs, a chauffeur mechanic, 102 regular patrolmen and 24 reserves.

The first lockup was located near the corner of Turnpike (Broadway) and Common Streets. In 1850 the selectmen discarded this lockup and established police headquarters in the basement of the Town Hall. Cells were built in the arches supporting the vaults of the town clerk. At that time the chief of police had his office on the first floor of the hall. Some time later a public protest arose over the alleged unsanitary arrangement of the cells in the Town Hall, and they were abandoned after a new lockup was built on Common Street, near the corner of Jackson Street. It was constructed of wood after the plan of a cottage house, and contained eight cells. For a time a small wooden lockup was also maintained on Elm Street between Lawrence and White Streets.

These facilities served until 1867 when a brick station was erected on the site of the present headquarters at the corner of Common and Lawrence Streets. This building was built despite sturdy opposition, and for many years it was more than ample. In recent years, however, it had far outgrown its usefulness, and in 1914 the building was razed and the present modern structure was constructed, being finished for occupancy the following year. It contains the most modern equipment and appliances for police work. It has a well ventilated, well lighted cell room, with forty-two cells. Besides, there are well arranged accommodations for both the administrative officers and the patrolmen. In the basement is a finely equipped emergency aid room.

The present District Court, which occupies the second floor of the

police station building, was established by an act of the Legislature in 1914. It has jurisdiction in civil cases from Lawrence, Methuen and the Andovers, and concurrent jurisdiction with the trial justices in criminal matters from the same district. It is the outgrowth of the Lawrence police court, instituted by legislative enactment in 1848. Prior to this, justice had been administered by Trial Justice Joseph Couch. The first judge of police court appointed was William Stevens who resigned in 1876 after serving 28 years, total blindness making his retirement necessary. He was succeeded in 1878 by Nathan W. Harmon, in the meantime Associate Justice William H. P. Wright having served. Ill health caused Judge Harmon to resign nine years later, and the late Andrew C. Stone was his successor. Judge Jeremiah J. Mahoney, the present presiding justice, was next in line, his appointment to succeed Judge Stone being made in 1905 by Governor Douglas.

The efficiency of the Police Department was greatly increased by the installation of the police signal system in 1894. This system has been perfected in many respects since its adoption and the police system generally has been modernized in accordance with the very latest ideas. The horse-drawn patrol and ambulance was replaced in 1917 by automobile equipment.

A complete sketch of the activities of the Lawrence Police Department from the days of the old-fashioned lockups to the present, with its well equipped system, would show that the city, although on the whole a peaceful, law-abiding community, has had its share of crime. In detection of crime and the protection of life and property, however, the Police Department of Lawrence has a record which will compare favorably with that of any other city in the country.

PUBLIC LIBRARY AND WHITE FUND

THE Franklin Library, which was the nucleus of the present Lawrence Public Library, was incorporated in April, 1847. Capt. Charles H. Bigelow, the engineer under whose direction the dam was built, was its first president.

Hon. Abbott Lawrence donated \$1,000 to it, to be expended in the purchase of such books that would "tend to create mechanics, good Christians and good patriots," and at his death, in 1855, Mr. Lawrence bequeathed an additional \$5,000 to the institution.

The Franklin Library Association was the solitary literary society in Lawrence for many years. The "Lawrence Athenæum" sustained a course of lectures for two seasons, and the "Lawrence Lyceum" a course for one or two seasons, but both were finally merged into the Franklin Library Association. A course of twelve lectures was sustained for several years by this organization.

In 1872 the library and funds of the association were turned over to the city by definite arrangement, and the Free Public Library, aided by the White Fund, was successfully established. Library and reading room found immediate favor with the people. Circulation books reached an almost unprecedented average; patrons outgrew accommodations, and, in three years from the first opening, the library was removed from the Saunders block to spacious rooms in the new Odd Fellows block.

The present library building at the corner of Hampshire and Haverhill Streets was opened to the public in 1892. Originally it cost \$50,000, but in 1902 it was enlarged at an additional cost of \$37,300.86. In 1923 it had approximately 84,000 volumes (including 7,000 volumes turned over in 1895 from a library conducted by the Pacific Mills), a valuable reference department and as modern facilities as any institution in a city the size of Lawrence in the country. On August 1, 1898, a branch library was opened on South Broadway, and this gives good service to the people of South Lawrence.

The land upon which the library building stands is a plot saved from the original White tract. The main library building was given to the city by Mrs. Nathaniel G. White and her daughter, Miss Elizabeth W. White. While there is a similarity of names the donors were not related to Judge Daniel Appleton White who made possible the White Fund which provides for a course of lectures annually and defrays the cost of other educational enterprises.

The White Fund has given thousands of dollars toward the mainte-

nance of the Public Library, besides having provided the land on which the building is located. The Public Library has had but three librarians: William I. Fletcher, 1872-1874; Frederic K. Hedge, 1874-1901; and William A. Walsh, the librarian at this writing, who succeeded Mr. Hedge in 1901.

* * * *

Judge Daniel Appleton White, whose name is so familiar with educational matters in Lawrence, was born in June, 1776, in an old farmhouse which stood on the site of the present High School at the corner of Haverhill and Lawrence Streets. He was graduated from Harvard College in 1797. For many years he was judge of probate in Essex County, residing in Salem, where he was first president of the Essex Institute. He also served one term in Congress, while a resident of Salem.

Judge White's old homestead, with the lands lying between the Merimack and Spicket Rivers and Appleton and Franklin Streets, was first conveyed in January, 1845, by a conditional deed, to the Water Power Association. The first conveyance by Judge White embraced all his holdings without restriction. He soon afterwards became aware that provisions in old deeds required that part of the lands should be reserved as a family burial ground. In consequence of this, at his earnest solicitation, the associates in taking their absolute deed, dated March 28, 1845, relinquished their claims to a lot of about six acres nearly in the center of the tract they had purchased. It was provided, however, that these six acres should be restricted as to use, or reserved as a public or private burial ground. Immediately after the organization of the Essex Company, the associates conveyed to that company all the land they had purchased; consequently their deed contained the reservations and restrictions.

Judge White seemed to have had little enjoyment in the possession of the property, constantly increasing taxes becoming a burden. There was no income from the property; sanitary considerations prevented its use for a cemetery; no one would purchase any part of it in the condition in which the title then stood. It became evident that the land could only be utilized by joint action of both Judge White and the Essex Company. There were upon the land but three graves (still undisturbed, near the corner of Hampshire and Bradford Streets, surrounded by dwellings), occupying together a space not larger than an ordinary burial lot. This left nearly six acres of unoccupied land in the heart of the city. Joint action of the two parties might have given to this land a value of many thousands of dollars, to be divided between them. Happily, at the suggestion of Judge White, he and the Essex Company joined in devoting this property to a purpose which would benefit, not a class or a single generation, but all who might dwell in Lawrence in time to come. The indenture conveying the land to trustees, with power to sell and invest proceeds in a fund for a purpose clearly stated, is a model of precise wording and clearness in detail, so far as it relates to the character of the

lectures and use of the fund for that purpose. The language is that of Judge White.

The original proposition of Judge White, as explained in his letter of June 19, 1852, to Treasurer Storrow of the Essex Company, proposed simply the establishment of an annual course of lectures, the special subjects being those first specified in the indenture or deed of trust. Being confident that the value of the land and the sum that would eventually be derived from it would far exceed the expectations of Judge White, Mr. Storrow suggested that, while the original object which he had in mind should first be fully provided for, precisely as Judge White intended, it might be well to allow the trustees to select other methods for promoting morality and education, especially to authorize liberal appropriations from the income in aid of a free library and provide for the gift of a building site for such an institution. Thus originated the White Fund, and thus Lawrence obtained valuable help for its public library. (In the chapter on Public Buildings and Institutions can be found more information relating to the White Fund lectures.)

DEVELOPMENT OF PUBLIC SCHOOL SYSTEM

LAWRENCE has always been proud of her schools and has had reason for her pride; the quality of excellence characterized them from the beginning. It was most fortunate for the little community that the men to whom was entrusted the establishment of this most important of all public enterprises had such a profound faith in the efficacy of the public school as the safeguard of democracy and were such zealous advocates of the cause of common school education. In the very first report of the School Committee is found this solemn avowal of their faith:

"We need not, fellow citizens, multiply words to impress upon your minds a realizing sense of the intrinsic and inestimable worth of our free schools. Under a government like our own, in the administration of whose affairs the people take an active part, and exert an influence for good or ill, the education of the mass becomes a question of momentous consequence. Every intelligent citizen will admit that, as in the individual, so in the town or state, ignorance is the sure element of ruin. A free people must be an enlightened people, and an enlightened people must and will be free."

Upon such strong foundations were the schools of Lawrence built. From the ideals of their founders the people of Lawrence have never turned aside. The schools have always had the first place in their hearts. They have been generously supported from the public treasure. Ungrudgingly have the people given, and unstintingly have the men and women charged with this high duty, through more than three-quarters of a century, labored day in and day out to give back to the community a hundred-fold return in annual armies of boys and girls who have made Lawrence what she is today and who shall be the makers of the Lawrence of tomorrow.

The story of the development of the present system of public schools is of absorbing interest. In 1845, when the Essex Company commenced operations here, there were three one-story district schoolhouses, two in the Methuen portion of the territory now included in the city area, and one south of the river, in the Andover section. They were crude affairs, uncomfortable and unattractive. One was located on Tower Hill, the second at the intersection of what are now Prospect and East Haverhill Streets, and the third on the south side, near the intersection of the Lowell road and the Turnpike (South Broadway). There were summer and winter terms of a few weeks' duration. In 1846 the Essex

Company erected a schoolhouse between Haverhill and Tremont Streets, where a school was opened under the direction of the Methuen school committee, on November 7, with Nathaniel Ambrose as teacher. He commenced with twenty-five scholars, but before the expiration of the first year the roll included one hundred and fifty scholars.

At the first town meeting (April 26, 1847), following the incorporation of the Town of Lawrence, James D. Herrick, Dan Weed and William D. Lamb, M.D., were named a school committee. To these men was entrusted the founding of the present school system. At their second meeting they voted that one male and five female teachers be employed, Mr. Ambrose as male teacher in the Essex Company's house, Miss Robinson for the Durant district, Miss Ford for the Tower Hill district, Miss Brown and Miss Abbott for the Free Will Baptist Vestry and Miss Odell on the south side of the river. During this year, a story and a half schoolhouse was built on Jackson Street, where the Unitarian Church now stands, and a similar one upon the Lowell Road on the south side of the river.

Concerning the work of this original committee, the School Committee of 1848 had this record: "They erected the schoolhouse on the south side with a view to the future; and it will answer its purpose for an indefinite period. On this side (the north) of the river we were put in possession of the Prospect Street, the Jackson Street and the Haverhill Street schoolhouses, as property of the town; and of the Hampshire Street house, as the property of the Essex Company, rented by the town." All of these buildings contained a single room, with the exception of the Jackson Street and Southside Schools, which were of two rooms each.

Early in the year 1848 the School Committee, after consultation with Hon. Horace Mann and other distinguished educators, adopted a continuous system of public instruction wherein the primary school is introductory to the middle, the middle to the grammar, the grammar to the high, and the high to the college or the actual pursuits of life. And that plan is in vogue today, although much improved in the method of application.

The first grammar school on the north side was opened in April, 1848, in the Jackson Street house, and was moved into the original Oliver School building upon its completion near the close of the same year. Another grammar school was established about the same time in the new Southside building. The Lawrence High School was organized January 31, 1849. On that day a class of seventeen members was admitted. Provisions were made for them in the front room of the lower floor of the old Oliver High schoolhouse, where the High School was located until the original High School building was erected.

When Lawrence was created a city in 1853, the following were elected school committeemen: Hon. Charles S. Storrow, mayor and chairman; Henry K. Oliver, James D. Herrick, William Stevens, Ivan Stevens,

Enoch Pratt and L. W. Wright—the mayor and one representative from each ward. The new city was in possession of ten school buildings, including the Oliver, containing also the Oliver High School; the Newbury Street, the Oak Street, the Amesbury Street, the Cross Street and the Prospect Street Schools. All of these buildings were located on the sites occupied by buildings of the same names today, and all except the Oak Street and the old Oliver Grammar School buildings, which were razed to make room for the new central Oliver Grammar School, have been from time to time enlarged and remodelled to meet the needs of the growing city and the demands of modern education. The other early-day school-houses long ago proved inadequate and were abandoned. The original High School building, which after the opening of the new and more commodious structure on Lawrence Street in 1901 was used only as the headquarters of the school authorities and for evening school purposes, was totally destroyed by fire December 7, 1910. The building had been constructed in 1867, and it was beautiful in architectural design.

In the year 1892 a new epoch in schoolhouse building was inaugurated. The first of these modern buildings to be erected was the John R. Rollins School on Prospect Hill. This was authorized by the City Council in 1892 and completed the following year at a cost of approximately \$70,000. According to the standards of that day this was in all respects a first-class modern building, containing facilities and conveniences which no Lawrence school had up to that time enjoyed. In the summer of 1923 four classrooms, a manual training shop and a school kitchen were added to this school, the heating and ventilating system renewed, and the entire plant brought up-to-date in every respect. The cost of the new work exceeded the total cost of the original building. Closely following the erection of the Rollins, and mainly patterned after it in regard to construction, size and facilities, were built the John K. Tarbox School on Alder Street, north of the Spicket, and Emily G. Wetherbee School, in the western section of South Lawrence. The Tarbox School originally cost about \$60,000. In 1915 this building was enlarged by the addition of another story, and, like the Rollins, was modernized in other important respects. The expense of the reconstruction was greater than the cost of the original building. The Emily G. Wetherbee School was built in 1897, at a cost of \$95,000. These three buildings contained each ten classroom units, besides an assembly hall and subsidiary rooms. The Alexander B. Bruce School on Ames Street, finished in 1902 at a cost of about \$100,000, had 12 classrooms. Two additional classrooms were subsequently made out of the unusually ample corridor space. The Gilbert E. Hood School, opened in 1905, was designed to provide 16 classrooms, as was the John Breen School, built in 1911 for the then rapidly growing eastern section of South Lawrence. The Hood School cost about \$150,000; the Breen School, \$135,000. These fine buildings provided much needed accommodations for the outlying sections of the city, which for many years had

been increasing in school population without any compensating school facilities. They house today nearly a third of all the pupils below the High School.

The new High School was opened in 1901. It cost a quarter of a million dollars. In its day it was regarded as the last word in High School design and equipment. The quarter of a century which has elapsed since then has brought about a fundamental change in the conception of the function of high schools. This changed conception of the part the High School should play in modern education is impressively shown in the character of the James D. Horne Annex to the High School which was opened in September, 1924, and a brief description of which will be found in a later paragraph.

In June, 1915, the construction of a new building to replace the antiquated Oliver structure and to provide additional room for the badly congested central district was begun. It was completed late in 1917. The architecture is an adaptation of the English Gothic; simplicity and dignity pervade the whole design. In exterior beauty and interior comfort and convenience, completeness of equipment, and perfection of detail the new Oliver marks the commencement of a new epoch of schoolhouse building, characterized by an advance in every particular of design, construction and equipment over those of the earlier cycle which began with the building of the Rollins School, as striking as that which the Rollins and its immediate successors exhibited in comparison with the schools of the earlier era. The new Oliver can accommodate 1,500 pupils in its 36 classrooms. In addition to the regular classrooms, there are four manual training and domestic science rooms, and an assembly hall with 600 seatings. This hall is one of the most beautiful school halls in the country. The building contains, besides, a fine suite of offices for the School Department. The construction of the building throughout is that known as the Boston standard fireproof schoolhouse construction. All partitions are of masonry, all stairs of iron. There is no wood below the roof. The contract price of a little more than \$209,000 established a record in economy of schoolhouse planning.

Very similar in design and construction is the Captain Francis M. Leahy School, located on Erving Avenue, Bruce and Trinity Streets. This building was begun in the summer of 1921 and was ready for occupancy in September of the following year. It was designed for a lower elementary school and seats a thousand children of the first three grades in 24 rooms. The kindergarten room has space for 50 children. The building is of fireproof construction, like the Oliver, and is very economical in cubage. The contract price, including everything, was \$300,433. In the fact that this building, less than two-thirds the size of the Oliver, cost nearly \$100,000 more is registered the effect of war conditions and war prices.

The High School building that was erected in 1901 made provision for

800 students. The school then had an enrollment of about 500. In ten years it became necessary to provide more classrooms by partitioning off certain open spaces in the basement. Later, to meet the growing needs, additional desks were crowded into every available space. In 1914 the registration so far exceeded the capacity that the School Committee was compelled to resort to the expedient of the double session. The forced adoption of the double session plan, always irritating and always wasteful, brought home to the authorities and the community in general the crying necessity of enlarging the school. Coupled with the obvious need of more room was the conviction on the part of the educational authorities that readjustment of the curriculum was as sorely needed, if the school were to discharge its obligation to the changed conditions of the twentieth century. The agitation for the enlargement of the High School, begun in 1914, came to a successful issue in 1921, when the Legislature approved a loan of \$775,000 in addition to another loan of \$425,000 authorized in 1917, and the architect was selected. The George Dosé Company of New York was lowest bidder at \$743,555. Work was begun in April, 1922. Owing to the financial difficulties of the Dosé Company, the work was interrupted for a season until resumed by the Bishop Construction Company, to which the bonding company turned over the job. The new building, named for James D. Horne, headmaster of the school for a period of twenty-nine years (1894-1923), was completed and opened for public inspection in June, 1924. The annex has four floors. On the ground floor level are located the shops for the boys' industrial work, comprising a wood-working shop, machine shop, forge room, sheet metal room, automobile mechanics shop and printing shop. On this floor also are the rooms for the household arts courses for girls (dressmaking, millinery, cooking, laundry, etc.) and a lunch room capable of serving 700 pupils at one time. On the second floor are the two large gymnasiums, shower rooms, the administration offices, clinic, and eight classrooms. On the third floor are the commercial department suite, a number of regular classrooms, and rest rooms. The fourth floor contains the art department suite, a music room with a capacity of 200, together with several classrooms and teachers' room. The exterior is of simple classic design to harmonize with the old building and is executed in the same materials. The value of the entire plant is estimated at \$1,500,000.

From its earliest inception the educational advancement of the city has kept pace with its material progress. Changes in courses of study and in methods of instruction have been made as the advantage became apparent, and the best features of the new education have been incorporated into the school system. Besides the old-time subjects, music, drawing, sewing, cooking and manual training are now taught in both the elementary schools and the High School.

Eight years constitute the elementary course of study below the High School. In 1924 there were 676 graduates from the eight grammar

schools, the largest number in the history of the city. From the High School in 1924 there were graduated 286 pupils. The graduation speaker was Hon. Charles A. DeCourcy of the Supreme Judicial Court, who was celebrating his fiftieth anniversary of his graduation from the Lawrence High School. In 1874 the entire membership of the school was less than one-half the number of graduates in 1924.

The enlarged High School offers five distinct courses: the college preparatory course, the normal school preparatory course, the commercial course, the mechanic arts course, and the household arts course. The so-called vocational courses have a solid background of academic and cultural work. A four years' course in music is now open to all, and a course in voice and speech training is required of all juniors and seniors. The physical education program, organized in September, 1924, is in charge of four instructors, two for the boys and two for the girls. The lunch room, which is an important feature of the longer school day found essential to the operation of the new program, is in charge of a trained dietitian. Promotion is by subject, pupils being classified according to their capacity, and four, five or even six years may be spent there before graduation. The great majority, however, complete the course in four years. The school has earned such an excellent reputation among the colleges that it has been accorded a place upon the privileged list by those colleges which accept certificates in lieu of examinations. Based on the figures for the school year of 1922-1923 the High School costs about \$150,000 a year for its maintenance. Of this amount the sum of \$114,000 goes for salaries alone. The expenditure per pupil is about \$100 a year.

The Packard School was named for Rev. George Packard, first rector of the Grace Church; the Oliver for Gen. Henry K. Oliver, former mayor and superintendent of schools; the Harrington for Rev. Henry F. Harrington, first pastor of the Unitarian Church; the Walton for George A. Walton, first principal of the Oliver School; the Storrow for Hon. Charles S. Storrow, first mayor of the city; the Saunders for Hon. Daniel Saunders, known as the founder of the city; the Rollins for Hon. John R. Rollins, a member of the School Board for thirty years; the Tarbox for Hon. John K. Tarbox, another highly respected citizen; the Wetherbee for Emily G. Wetherbee, for many years a member of the High School faculty and one of the most admired and best beloved of Lawrence teachers of a generation ago; the Hood for Gilbert E. Hood, donor of the Hood prizes and former superintendent of schools; the Bruce and the Breen for former mayors of the city, Hon. Alexander B. Bruce and Hon. John Breen. The Leahy School was named in honor of Captain Francis M. Leahy whose command "The order is forward!" as he lay mortally wounded in the second Battle of the Marne, has become one of the memorable and moving incidents of the World War.

In addition to the day schools, Lawrence has a great system of evening schools, one of the largest in the State. This valuable and now

indispensable adjunct of the School Department was inaugurated in the winter of 1859-60. A committee of the board of advice to the city missionary, consisting of Rev. George Packard and Hon. Charles S. Storrow, petitioned the City Council in 1859 for an appropriation to assist them in establishing an evening school. They reported that the city missionary would act as principal of the school, and that he was able to obtain teachers who would gratuitously and cheerfully give the necessary time for the instruction of the pupils. They proposed to use the cast-off furniture of the regular school department.

The City Council gave them the munificent sum of \$100. Quarters were secured in Odd Fellows Hall which was then located at the south-westerly corner of Common and Hampshire Streets. The room rent amounted to about \$50, and that and the cost of supplies caused an expense of about \$216 the first term, part of which was met by the aid of proceeds from several benefit entertainments. It was necessary to ask the City Council for \$41 more to meet the deficit.

More than two hundred scholars were taught that first winter, who from want or neglect of early privileges needed and desired the instruction such as the school gave. The school, thus begun, prospered and increased greatly in attendance as the years went by, and the first quarters became so crowded in 1863 that a request was made for the use of a portion of the basement of the City Hall. A room, twenty-five feet wide and extending the length of the basement on the north side, was fitted up.

In May, 1870, the School Committee took charge of the school and accommodations for the girls were provided in the Oliver Grammar School building. The boys, for a time, remained in the old quarters in the basement of the City Hall. Later, the disturbances and interruptions, in the use of this room for caucuses and elections and in connection with the performances in the hall, became so great that the school was not held there after the winter of 1876-77, accommodations for the boys also being found in one of the school buildings.

The evening schools are now maintained three evenings in the week for a period of six months, commencing early in October. During the term ended in 1924 there were employed 72 teachers, including a supervisor. The total expense, including the Americanization work carried on outside of school buildings, amounted to \$30,000. The elementary evening schools in 1881 occupied eight rooms in the Oliver and Packard School buildings. The record does not give the number attending. The committee spent \$1,700 for evening schools that year. In 1882 the evening High School had 18 pupils. Besides the High School, four other buildings are now occupied by evening schools. During the school year ended in March, 1924, there were 2,013 pupils enrolled, of which number 1,000 attended the evening High School. In 1924 more than 200 evening High School pupils were awarded diplomas after completing the four years' course.

Perhaps the most vital work done in the evening school division is the teaching of adult immigrants. From very small beginnings this work has grown to broad proportions. Under the provisions of a law passed in 1919 the Commonwealth has since that time borne half the expense of this instruction, with the result that Lawrence has been able to deal with the problem much more effectively. The work of teaching adult immigrants to speak and write English is no longer confined to school buildings. Since it was not easy to get men and women to come to the school, the school has gone to them. As an illustration of the scale upon which such work is done outside of the schoolroom, there were in 1924 thirty classes of men and women conducted in the mills during the noon hour or after five o'clock in the afternoon. Nearly four hundred men and women eagerly availed themselves of this opportunity to learn to speak and write the language of America. In other centers one hundred and fifty more men were instructed. Home and neighborhood classes for women were established in seven centers and were attended by more than fifty women, mostly mothers of families. Including the classes of adult immigrants conducted at night in the school buildings, nearly 1,300 men and women, illiterate in the English tongue, have been making steady progress toward a mastery of our common language. Twenty-four different nationalities were represented in the student body.

A new and interesting feature of the evening school system is the School for Citizenship, the first of its kind in the country. In January, 1914, this department was opened in the High School building on Tuesday and Friday evenings for men desiring to make preparation to become naturalized citizens and for foreigners over twenty-one years of age wishing to learn the English language or to improve their knowledge of it by further study. This school has proved of great assistance in the work of naturalization and has been an incentive for many aliens to become citizens. At the end of the term the certificates are publicly awarded, with appropriate exercises, to those who have qualified therefor through the course of instruction offered by the school. In 1924 certificates were awarded to seventy-two men and women.

Lawrence was the first city to avail itself of the Commonwealth's invitation to open an independent industrial evening school, half of the expense of maintenance to be paid from the State treasury. Under the management of a local board of trustees, a fine training is imparted in mechanical, textile and domestic science subjects. During the term ended in May, 1924, there were over 1,600 students enrolled, and there were 50 instructors, including a principal and assistant principal. The city's share of the cost of maintenance was about \$14,000. The evening trade extension work covers a wide field. It gives those employed during the day an opportunity of advancing themselves along their lines of work. While this school is wholly independent of the public school system, it may be properly included in the story of the educational oppor-

tunities which Lawrence so lavishly offers to every individual, young or old, who is ambitious to improve his mind or increase his earning power.

The Continuation School was established in 1920, in compliance with the legislative enactment of 1919 which required all towns and cities having 200 or more employed minors between the ages of 14 and 16 to maintain part-time schools for these minors for at least four hours each week. Primarily the purpose of this new type of school is to give to the boy and girl who leave school at 14 years, some means of continuing their education while working for a living. Hence, the name. By this means the schools retain their hold on these boys and girls during the two critical years immediately following their withdrawal from the regular day school. The school is of an entirely different type from the regular school. Half of the time is devoted to shop work for boys and to household arts work for girls. The intent here is to discover tastes and capacities and interests, the development of which the school can encourage and make immediately advantageous to the pupil through the vocational guidance work, which is an important feature of the school's usefulness. In addition to the vocational studies, there are courses in English, history, civics and hygiene. These subjects are closely correlated to the shop activities.

Francis X. Hogan was called from the mastership of the Rollins School to organize the new work. He was given a staff of twenty teachers. The number of pupils attending the school is affected to a considerable extent by the condition of the textile industry, rising and falling as business in the mills is brisk or dull. The enrollment has ranged from 1,700 to 1,200, one-tenth of these numbers attending the school at one time. Half of the cost of maintenance is borne by the State. The present total expenditure is in the neighborhood of \$50,000 a year.

There are thirty-two public school buildings in Lawrence, with an attendance in the day and evening courses of about 13,000. It costs the city in excess of a million dollars a year to maintain these schools. The value of the buildings, including the new High School annex, is estimated at \$3,500,000; value of land, \$373,100.

THE PAROCHIAL SCHOOLS

THE parochial schools are regarded as a valuable aid in the educational work of the city. Excellent training is imparted in all the desirable educational subjects up to and including the grammar grades in all of these schools, while St. Mary's and St. Joseph's High Schools enable the girls to complete their education or preparation for college and advanced study, in an atmosphere whose religious influence helps greatly in the development of sound moral character.

Fourteen well equipped school buildings provide accommodations for the 7,759 parochial school pupils. Based on the estimated cost of maintaining the public schools for the school year ending in 1923, the maintenance of the parochial schools, which are supported by the Catholic parishes, saves the City of Lawrence the sum of over a third of a million dollars a year. This sum does not include the interest on the capital invested in school buildings.

The parochial school system had its beginning here in the St. Mary's schools, the first parochial schools established in this city, although there had been in the early days a small private school conducted by Catholic laymen. In August, 1859, five Sisters of the Notre Dame (Namur) were brought to Lawrence by Rev. James O'Donnell. Sister Constance, who died July 1, 1878, was the superior. An ordinary dwelling, No. 346 Oak Street, was given them for a residence, in which, with additions made at two different times, they remained for nearly thirty-five years. On September 5, following, St. Mary's School for girls was opened under their teaching. They commenced with two hundred pupils in three departments; viz., primary, intermediate and grammar; with accommodations on the first floor of what, for over a score of years, was known as the "Girls' School," in a wooden building on Haverhill Street, since removed, and which was situated about halfway between the present stone school building (then St. Mary's Church) and the new convent.

Ten years after that beginning, Father Edge opened a school for boys in old "St. James' Hall," also since removed, but then standing at the corner of Haverhill and White Streets. This, also numbering about two hundred pupils at the start, was placed in charge of the same Sisters, who were allowed for some years to teach the boys until they had received their first communion.

Both schools grew rapidly and soon the buildings became inadequate. On September 19, 1880, Father Gilmore had the stone building which since the erection of the new edifice had been known as "St. Mary's Old Church," transformed into a school and hall. The exterior of this building, now occupied by the boys' department of the school, and in which

are located the quarters of the Catholic Young Men's Association, organized in 1886, has been but slightly changed in appearance.

In accordance with their rules, the Sisters of Notre Dame were obliged to relinquish the teaching of all but the youngest of the boys in St. Mary's Schools, so, in 1889, Rev. James T. O'Reilly secured the services of the Xaverian Brothers to take charge of the older ones. As a residence for them he remodelled the old parochial house of the Immaculate Conception Church on White Street.

On December 20, 1893, the Sisters moved into the new convent at the corner of Haverhill and Hampshire Streets, upon the completion of that handsome and commodious structure. The convent is one of the finest of its kind in the State. It cost about \$48,000. The old convent on Oak Street has been replaced by a modernly constructed brick school building of 16 classrooms. This is occupied exclusively by girls. The stone building has 11 classrooms.

In conjunction with the schools on Haverhill Street, St. Mary's parish supports St. Rita's School for boys and girls, opened in 1902. This is also in charge of the Sisters of Notre Dame (Namur). The Assumption School for boys and girls, in charge of Sisters of St. Domenic, is connected with St. Mary's schools; also St. Augustine's, opened in 1922, in the Tower Hill section. This is in charge of the Sisters of Notre Dame (Namur). The total attendance in all parochial schools connected with St. Mary's parish, in the fall of 1923, was about 2,200, of which 200 were in St. Mary's High School for girls.

A remarkable feature in the development of St. Mary's Schools, and which is a forceful demonstration of the influence of the parochial school system, is the annual May Procession, held in honor of the Blessed Virgin. This institution was established in the early days of the parish, and it has grown bigger and more attractive each year.

St. Anne's (boys) School and St. Joseph's (girls) School, connected with St. Anne's parish, have an attendance of 2,065. There are 39 classrooms in both schools, 24 of which are in the school for girls. The boys' school was established in 1891, in the building on Haverhill Street, and in 1920 a high school department was added to the grammar grades. The school is in charge of the Marist Brothers. St. Joseph's School, for girls, is taught by the Sisters known as the Servants of the Immaculate Heart of Mary. The first classes in this school were opened in 1886. St. Joseph's School was established in the building on Bradford Street in 1910. In 1920 an annex was erected. It has 1,185 pupils. The girls' high school was established in 1910. It opened with 12 pupils and the course was but two years. In 1916 it developed to a four-year course, classical and commercial, with typewriting room and laboratory for chemistry and physics.

The St. Laurence O'Toole School, for boys and girls, was founded by Rev. James T. O'Reilly of St. Mary's. It started in 1890 with three

rooms in the basement of old St. Laurence O'Toole's Church (now the Holy Rosary Church). In 1904 it was established in a four-classroom building on Newbury Street. An addition to this building was erected by Rev. Fred S. Riordan in 1923. The school has now eight classrooms. The convent for the Sisters was opened in 1923. Previously the Sisters of St. Laurence's School lived in St. Mary's Convent. The school has 400 pupils who are taught by the Sisters of Notre Dame (Namur).

St. Patrick's School, for boys and girls, was established in 1906 in the original school building at the corner of Parker and Salem Streets. There were eight classrooms. With the construction of an annex in 1912, eight additional classrooms became available. A convent was erected on Parker Street in 1908, and there was a large addition to this building constructed in 1922. The school started with 150 pupils. It now has 900. It is taught by the Sisters of Charity (Halifax). At this writing there is a movement under way to raise funds for the construction of a high school building.

The Sacred Heart School, for boys and girls, was established in 1901 in the school building on Groton Street. It was at first taught by the Sisters from St. Anne's parish. In September, 1905, the Sisters of the Holy Union took charge. The present convent was built in 1920. The school has 850 pupils.

The Holy Rosary School (for Italian boys and girls) was started in 1910 in the basement of the Holy Rosary Church, under the direction of the Venerine Sisters. In 1916 the Sisters of Notre Dame (Namur) from St. Mary's took charge. The school became established in the new building on Summer Street in November, 1919. It has 13 classrooms. There are 674 pupils.

The Holy Trinity School (for Polish boys and girls) was started in 1912 in St. Michael's Hall. In 1921 it became established in the new school building on Trinity Street. There are 14 classrooms, with 670 pupils. It is in charge of the Franciscan Sisters.

THE LAWRENCE COMMON

FEW communities lay claim to a public park more beautiful than the Lawrence Common. This reservation, located in the very heart of the city, and comprising seventeen and one-half acres, was deeded to the people of Lawrence in 1848, by the Essex Company, the deed being dated October 1, of that year. Traversing the Common in every direction, are broad paths, lined with stately elm and maple trees, which enclose expansive grass plots, set off with attractive flower beds. The last report of the Park Department gives the number of trees on the reservation as four hundred and twenty-one.

The Common was originally, in the greater part of its area, a sand heap. The high ground was sown occasionally with buckwheat which was ploughed in as a fertilizer. At one time, near the northeastern corner, two acres were set out with cabbages. The eastern section, along Jackson Street, was an alder swamp with a brook running through it. The willows in the southeastern corner, the last of which were removed several years ago, were some of the original trees that grew up by the wall which was one of the boundary lines of the Gage farm that stretched away to the eastward. One of these willow trees, cut down in 1899, had 69 rings in the trunk, denoting an age of 69 years.

In 1874-75, the old fence which enclosed the park was removed, and the granite curbing was provided. The present concrete water-basin, or artificial pond, built in 1914, replaced the original goldfish pond for which ground was broken in August, 1857.

The Soldiers' and Sailors' Monument was erected on the Common in 1881. The initiatory steps for this purpose were taken by Post 39 of the Grand Army of the Republic in September, 1879, when \$500 was contributed by the Civil War veterans. This action was followed by a meeting of citizens on November 13, when a committee was appointed to consider the matter. This committee reported to a large assemblage of people on November 24, recommending that a monument of granite be placed in some central position on the Common, and that contributions be solicited in small sums in order that the monument might literally be the people's memorial to the deceased soldiers and sailors.

An association was at once formed under the name of "The Monument Association." Its officers were: President, Robert H. Tewksbury; vice presidents, John R. Rollins and Thomas Cornelie; secretary, Frank O. Kendall; trustees to receive and invest funds, Mayor James R. Simpson, Hezekiah Plummer, Waldo L. Abbott, Joseph Shattuck, Frederick E. Clarke, James S. Hutchinson, Byron Truell, John Hart, Edmund R. Hayden. Subsequently a society of women was organized in aid of the association, and active work was commenced on the project.

The several corporations, by their agents and treasurers, contributed \$3,000. The school children, through the efforts of Capt. Horatio G. Herrick, by a penny and dime contribution, raised over \$200. A concert by the Ladies' Choral Union, under the direction of Reuben Merrill, added about \$200 more, and the remainder was contributed by the people generally, in the mills, workshops, stores, municipal departments, etc., the Grand Army members raising their donation to \$700. The total cost of the monument was \$11,111.75, the total number of subscribers being 9,136, and in this list the names of three Chinese residents appear.

The crowning figure of the monument, representing "Union," was designed by David Richards. The figure was cut from Concord granite by Theodore M. Perry, at the Quincy granite works. The shield bears the legend of the Lawrence municipal seal, "Industria," and the emblematic bee. On the buttresses at the base of the column stand three figures in bronze. The first, representing an infantry soldier, nearly a duplicate of one in Albany, N. Y., was designed and modelled by Henry Ellicott of New York. The other two, one representing a sailor and the other a dismounted cavalry officer, were modelled by William R. O'Donovan at the foundry of the general designer of the monument, Maurice J. Power, in New York where all were cast.

The monument bears the following inscriptions:

"ERECTED IN 1881
By the People of Lawrence
In Honor of Those Who
Served in the Army and Navy,
1861—1865"

"In Memory of Brave Men,
Whose Sacrifice and Death
PRESERVED THE UNION"

Three bronze tablets contain the names of men who died in service or were killed in battle, besides those who had died after the war and up to the time the monument was constructed. They number 255.

The monument was dedicated on the evening of November 2, 1881, amid a brilliant display of fireworks and calcium lights. It was accepted in behalf of the city by the Mayor, Hon. Henry K. Webster.

As one of the results of the great Flag Day demonstration on October 12, 1912, following the big strike earlier in the year, Lawrence has a permanent and elaborate flagstaff on the Common, the gift of Joseph Shattuck. This flagstaff replaced a less costly one which was destroyed in a storm of hurricane proportions, that swept through the city on the night of August 4, 1910, entailing considerable damage, especially on the Common where some large trees were uprooted.

The gift was offered to the city on October 18, 1912, and on December 18, Mr. Shattuck wrote a second letter to the government, stating that he would deposit with the city treasurer a check for \$4,000, the money to be expended upon the flagstaff, its base and approaches, and another check for \$1,000 in the Essex Savings Bank in the name of the City of Lawrence, the income only to be drawn by the city treasurer and to be used for the perpetual replacement of flags for said staff or any other erected in its place.

The City Government accepted the gift on December 23, 1912, and on January 6, 1913, a commission was appointed to carry out the deed of the gift. This commission, after investigating the qualifications of architects of country-wide reputation, finally decided unanimously upon R. Clipston Sturgis of Boston to furnish the design. It was the desire of the commission to have the memorial flagstaff dedicated on October 12, 1913, the first anniversary of the memorable Flag Day parade, but circumstances compelled a postponement, and it was not until the observance of Patriots' Day on Monday, April 20, 1914, that the unveiling and dedicatory exercises were held.

Prior to the ceremonies there was a great civic and military parade in which thousands participated. The procession terminated on the Common where, amid the booming of cannon and the crashing of bands, the memorial was uncovered by little Dorothy Shattuck, daughter of the late Joseph Shattuck, then president of the Third National Bank of Springfield, and granddaughter of the donor. John Campbell, commander of Needham Post, 39, G. A. R., and John H. Gilman, past junior vice commander of General Lawton Post, 146, G. A. R., raised the first flag to fly from the staffhead. Alderman Alfred Bradbury presented the gift, in behalf of its donor, and Mayor Michael A. Scanlon delivered the speech of acceptance.

A tablet at the base of the flagstaff bears this inscription:

"The gift of Joseph Shattuck, to the people of Lawrence, as a perpetual remembrance of October 12, 1912, when 32,000 men, women and children of the city marched under the flag for God and Country."

The granite base is surmounted by one of bronze, symbolic of the City of Lawrence and its industries. This base is supported by four cogwheels. The first band is ornamented by threads. On the four corners are wound spindles from which the thread leads to smaller spindles and is then transformed to cloth. What represent four folds of cloth are spread on the four sides, and on these are inscribed appropriate quotations from ancient and modern authors.

Above these inscriptions, the next band is composed of shuttles. Up to this point, the design is symbolic of the industries of Lawrence. Further

above are designed flowers and fruits, symbolic of the joy and pleasure of living, and the fruits of industry. On the staff, itself, are carved arrows, symbolizing war. They are bound together with laurel. At the very pinnacle of the staff stands the emblem of peace, with her hand outstretched, symbolic of the blessing of our industrial community.

The present bandstand on the Common was built in June, 1904, replacing the old structure which for so many years occupied a site near the location of the Shattuck flagstaff. The public sanitary station, located in the same section, was completed and opened to the public December 30, 1907.

Besides the Common, the city's park system includes parks and playsteads in every ward.

THE PLAYGROUND MOVEMENT

LAWRENCE had its playgrounds and recreation spots away back in 1848 when the Essex Company deeded the present Common to the city, but it was not until 1912 that the Municipal Department of Parks, under Alderman Michael S. O'Brien, who was elected a member of the first City Council under the commission form of government and served as Director of Public Property and Parks, installed for the first time in the city's history a system of supervised play and public recreation.

Before proceeding, however, with the story of the playground movement in Lawrence it might be well to look back a little. The Essex Company, following its liberal gift of the Common, from time to time deeded other tracts of land to the city, which are now favorite breathing spots, and, incidentally it might be added, made possible the development of the playground movement. There is Storrow Park, a reservation of 10 acres on the highlands of Prospect Hill, in Ward One, which was deeded to Lawrence December 3, 1853. By a deed dated November 19, 1873, the Essex Company made another gift of a tract of land, containing seven acres and closed on three sides by low ridges lying in Ward Five south of Bodwell Street, which is known as "The Amphitheater," or Bodwell Park. The conditions of this grant required that the city appropriate at least \$200 a year for a term of 10 years in improving and embellishing the grounds, and forever keep the same as a public park. In addition to these gifts, the Essex Company laid out as a public park a beautiful reservation of 11½ acres, extending easterly from South Union Street in Ward Six and known as Union Park. The public park off Hampshire Street, familiarly known as "The Jail Common," is another gift from the Essex Company, besides the small Stockton Park at the junction of South Union Street and Winthrop Avenue. All of these parks were given outright to the city and are today valuable assets.

As has been stated, the supervised playground movement was begun in Lawrence early in the summer of 1912, the first cost being borne by the city with some financial assistance from private citizens who were interested in bringing it about. For the purpose of experimentation only four stations were established that year. The principal playground was located on the Common where an average of 500 children of both sexes were accommodated daily. The other experimental stations were located at the Tarbox School playstead, Union Park and on land leased for the purpose from the Essex Company off Rowe Street and along the Merrimack River. Expert men and women instructors were employed, and the boys and girls were not only afforded instruction in helpful physical exercises but other educational features were introduced, especially for

the girls who were taught basketry, needlework and the like. These playgrounds are equipped with paraphernalia for amusement and muscular exercise.

The physiological value of the supervised playgrounds was instantly recognized as a powerful influence for good, and the idea met with popular favor in Lawrence with the result that each succeeding year has seen new activity in this line. The movement has had its greatest development under the direction of Alderman John A. Flanagan who, at this writing, is completing his eighth year as Director of Public Property and Parks.

The number of parks and playsteads has been greatly increased during the last several years which have seen the acquisition of the Michael E. Howard playstead at Lawrence and Arlington Streets, a little over four and one-half acres; Memorial Park (Old Riding Park), $18\frac{1}{4}$ acres; Edward F. O'Sullivan Park (Riverside Ball Park) on Water Street. There has been considerable improvement at the Lawrence Street Playstead (renamed Hayden and Schofield Playstead). Two tracts of land, containing 15 acres, along the Shawsheen River, from the Loring Street Bridge to Andover Street, which were presented by the Essex Company some years ago, will be developed in the near future. "Bull Dog Field," on Pine Ridge Road in the rear of the Breen School, has been leased, and it will be developed when the need is apparent, as will be old Den Rock Park, south of the Salem Turnpike near the North Andover line. Besides, there have been several plots at the intersection of streets attractively laid out.

The playground movement has been a decided success. There are now seven supervised playgrounds in the city, all suitably equipped and run on a well regulated plan, with a supervisor, an assistant and 17 instructors.

As a part of the playground movement, a swimming pool was constructed in 1922 in the rear of the jail off Hampshire Street. This has been so successful that it is likely to be followed by others. Among the benefits derived is the teaching of youngsters to swim. The pool was constructed at a cost of \$40,000.

The tremendous interest of the people of Lawrence in wholesome athletics is evidenced in the demand each season for the use of the municipal athletic fields. This demand has become so great that it was necessary in 1922 to make provision whereby permits must be secured for the use of the grounds.

There are now 22 public parks and playsteads in the city, containing 184.69 acres.

PUBLIC BUILDINGS AND INSTITUTIONS

POST OFFICE

The Post Office, located in a handsome sandstone structure at the corner of Broadway and Essex Street, was established under the name of "Merrimack" on September 7, 1846. The present building was occupied in 1905, and provides excellent facilities for the enormous amount of business of the office. The parcel post and postal savings departments, recent additions to the service, have become important branches. In the handling of the mail, there were 33 clerks and 56 carriers regularly employed in 1923. Six motor trucks were used in the parcel post division.

COUNTY COURT HOUSE

At first the people of Lawrence were always obliged to travel either to Salem or Newburyport when concerned with matters having to do with the Superior Court. After the Town House or City Hall was built quarters were provided for the court, then known as the Court of Common Pleas, in the audience hall of the old building. Later sessions of the court were held in old Lawrence Hall (Music Hall), but this was inadequate and in 1858 the first County Court House was erected, the Essex Company giving the land, the city providing the foundation and the Essex County Commissioners erecting the building. In the fire which destroyed the United States Hotel in 1859, this building, which stood at the corner of Common and Appleton Streets, about on the site of the present Court House, was ruined. It was rebuilt in 1860. In 1900 the Lawrence Bar Association inaugurated a movement for larger quarters and finally the Legislature authorized the expenditure of \$100,000 for an addition. Another \$100,000 was required to finish the addition and when it was completed the appearance of the original portion was so much at variance with the newly constructed part that an additional \$50,000 was set aside to provide the handsome, commodious Court House that is in use today. The building furnishes accommodations for a superior criminal, a superior civil and a probate court, a registry of deeds, a law library, besides offices for various county officials, grand jury and petit jury rooms, etc. The law library is the finest in New England, outside of Boston. In 1923 it had 12,408 volumes. The structure is fireproof, built of brick with free-stone trimmings.

HOUSE OF CORRECTION

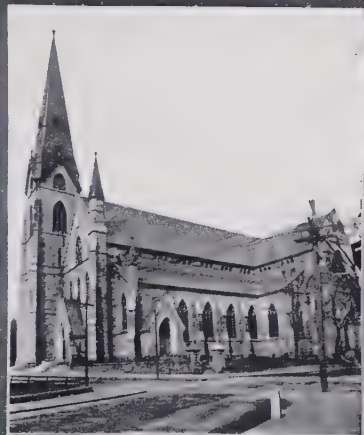
The Jail or House of Correction was built in 1853, and has since been very much enlarged by additions and improvements. The original structure cost \$100,000. The building, located on Auburn Street, is built of stone and is imposing in appearance. The main portion is octagon in



FIRST NATIONAL BANK



COURT HOUSE



ST. ANDREW'S CHURCH



HIGH SCHOOL



CITY HALL



CHAMBER OF COMMERCE

SOME PUBLIC BUILDINGS IN LAWRENCE

shape with wings extending north, east and west. It has 116 cells with accommodations for about 180 prisoners. The town purchased the site for \$2,000.

COUNTY TRAINING SCHOOL

The Essex County Training School, located off Marston Street, was established as a county school in 1891. It was first opened as an industrial school for refractory boys by the City of Lawrence in 1869, and became known as the Lawrence Reform School in 1870. In 1891 the county took over the school and later it became known as the Essex County Training School. Only truants and those who have committed school offences are admitted. There are several well appointed buildings and also extensive grounds. Besides the common school instruction, attention is given to trade subjects and practical gardening is taught. In 1923 the inmates included 105 boys.

STATE ARMORY

The State Armory, on Amesbury Street, was opened in 1893, when the large brick structure was completed and the local units of the State Militia took up quarters there. In the building are officers' and company rooms, drill and gun sheds, shooting gallery, mess hall, and other necessary accommodations. In 1913 an annex to the Lawrence Armory was built for the battery on the Lowell Road in Methuen. It is of brick construction, and includes assembly, company and officers' rooms, gun shed and stable, besides having an extensive drill field. The annex was established for outdoor drilling, and it was the first of its kind in the State.

LAWRENCE EXPERIMENT STATION

The Lawrence Experiment Station is a department of the State Board of Health, established in 1887, for investigations in regard to the purification of sewage, filtration of water and allied subjects. It is located at the foot of Island Street. The station is equipped with filters, and chemical and bacteriological laboratories. It is one of the pioneers of its kind, and some of the best known methods of purification were developed here. At this writing, 86,500 chemical and 205,000 bacterial analyses have been made since its establishment. Sanitary engineers and medical authorities from all over the world have visited the station. There have been visitors from Japan, China, Sweden, Russia, India, British Isles, the Island of Mauritius off the coast of Africa, the Island of Trinidad of the British West Indies, Austria, Hungary, Poland, Czecho-Slovakia, Philippine and Hawaiian Islands, Porto Rico, a number of South American countries, besides from every State in the Union. Classes from colleges in and about Boston make regular visits to the station. One of the early results of the experimental investigations at Lawrence was the construction of the municipal filter here, the first large sand filter plant in this country.

CITY HOME AND MUNICIPAL HOSPITAL

The City Home and Municipal Hospital, officially known as the Lawrence Almshouse and Almshouse Hospital, is located on Marston Street. The institution includes several roomy buildings, and it has a large acreage of cultivatable land. The Almshouse was opened by the Town on February 20, 1849, when seven persons were admitted. It now averages 135 inmates. In the hospital department are four wards and twelve rooms, besides an operating room. The hospital has since been called the Municipal Hospital, having been known prior to then as the "Cottage" Hospital. It has a physician-superintendent, a surgical staff and 16 nurses, and it is well equipped for the treatment of all kinds of medical and surgical cases. In addition to the medical service at the hospital, the Charities Department of the city employs six ward physicians who treat the outdoor poor in need of such attention. It also has a pharmacy, located in the basement of the City Hall, which supplies the Municipal and Tuberculosis Hospitals, and the ward physicians.

ISOLATION HOSPITAL

The Isolation Hospital, located off Marston Street, is used by the Health Department in cases of highly contagious and infectious diseases. It has two wards and nine rooms, and can accommodate as many as 27 people. When it was established in 1902, smallpox epidemics were not uncommon, and the local institution was prepared for the proper isolation of Lawrence cases.

TUBERCULOSIS HOSPITAL

The Tuberculosis Hospital on Chickering Street was established by the City in 1909. Prior to that time provisions were made for tuberculosis cases in the day camp at the General Hospital. The patients used to stay at the camp during the day and went to their homes at night. Through the efforts of the Anti-Tuberculosis League the hospital was established. In 1917 the Municipal Health Department took over the Tuberculosis Dispensary, maintained by the league, and this is now conducted in connection with the Tuberculosis Hospital. The institution occupies a commodious building, situated on sandy ground and having a southern exposure. There are plenty of windows so arranged that patients get all the fresh air and sun possible. It has four wards with 22 beds each. The average number of patients in 1923 was 35. There are in attendance a superintendent and six nurses, besides two visiting doctors.

DENTAL CLINIC

In April, 1917, the Health Department established a Dental Clinic, well equipped for the examination and treatment of children with defective teeth. Two dentists are regularly employed in connection with the work which also includes visits to the schools and instructions on the

care of the teeth. This is an adjunct to the system of medical inspection carried on in the schools, in which the services of six physicians, one for each ward of the city, are employed. The importance of the clinic is apparent in the conviction that the cause of certain diseases can be attributed to defective teeth.

WHITE FUND LECTURES

In 1852 Hon. Daniel A. White of Salem, and a native of one of the pioneer farms that had occupied the site of Lawrence, gave a large tract of land extending from the vicinity of Amesbury Street westerly, and now intersected by Haverhill, Bradford and Concord Streets, the proceeds from the sale of which were to be devoted to educational purposes, including a free course of six lectures each year for the industrial classes of Lawrence. The income was to be known as the White Fund. Trustees were appointed under a deed of trust to carry out the provisions of the gift, and the original trustees were Charles S. Storow, Nathaniel G. White and Henry K. Oliver. It was suggested by Judge White, the trustees seeing fit, that a lot of land be reserved for a Public Library building. The intentions of the donor were carried out, and the proceeds derived from the sale of the land formed the nucleus of the proposed fund. The White Fund lectures were established in 1864 and have since continued from year to year. The lot of land whereon the Public Library building stands was reserved as intended. The introductory lecture of the White Fund course was by Dr. James Walker, president of Harvard University. Among the other lecturers of that year were Ralph Waldo Emerson and Oliver Wendell Holmes. It has been the aim of the trustees to secure the very best talent obtainable, and the courses have been of a high degree of excellence. The subjects are varied, and there is something interesting and instructive for all. Beginning with the establishment of the Public Library in 1872 the White Fund has made an annual appropriation, usually of \$1,000, for the purchase of books and pictures for the library. The proceeds from the fund, greatly exceeding the amount required for the lectures, and the language of the indenture being broad in its scope, the trustees have been enabled to use a part of the proceeds for a number of purposes tending to the moral and intellectual uplift of the inhabitants of the city. Among other notable undertakings for which the income of the fund has been used was the survey of the housing conditions of Lawrence, made in 1911. This survey was the means of bringing about a great improvement in the building and sanitary regulations of the city. Besides the three original trustees mentioned, George D. Cabot, James H. Eaton, Charles U. Bell, Charles G. Saunders, Wilbur E. Rowell, Walter E. Parker and Irving W. Sargent have acted as trustees of the White Fund, the last three named serving at the close of 1923. (The circumstances which led to the establishment of the White Fund are related in the chapter on the Public Library.)

THE ORPHAN ASYLUM

The Orphan Asylum and Home for Invalids, known as the Protectory of Mary Immaculate, on Maple Street, was the first purely charitable institution permanently established and located in Lawrence. The house was opened by the Sisters of Charity, or the "Gray Nuns," on January 29, 1868. In recent years large additions have been made to the original building. The inmates include 200 boys and girls, besides 22 aged women who, at this writing, are cared for by the sacrificing nuns. There are 19 Sisters in charge of the institution. Everything possible is being done for the moral, intellectual and physical development of the children. A system of education is maintained which enables them to finish the grammar school course at the asylum. When the boys reach the age of twelve years good homes for them are found outside the institution. The girls may stay as long as they wish. An excellent course in domestic science is given. On January 29, 1918, the asylum celebrated its golden jubilee, or fiftieth anniversary of its establishment. The receipts of the "Patriots' Tea," held April 19, of each year, are given toward the support of the institution.

LAWRENCE GENERAL HOSPITAL

The Lawrence General Hospital, a private institution but one of great benefit to the community, was established in 1883 in a building erected for the purpose on Methuen Street. In 1902 the hospital moved to the present ideal location on the summit of Prospect Hill, away from the hum of industry about the old location. The institution is one of the best equipped of its size in the State. It has 137 beds, with wards for acute medical and surgical cases, a maternity ward, a children's ward and an isolation ward for diphtheria and scarlet fever, with a staff of 32 physicians and surgeons and eight graduate nurses, besides 60 pupils in training. The institution is partly supported by contributions and donations.

LAWRENCE HOME FOR AGED

The Lawrence Home for Aged is located in a handsome brick structure on top of Clover Hill, built in 1909 on land donated by the late Edward F. Searles of Methuen. Spacious grounds surround the home, and together with the great elm trees and beautiful flower beds add much to the attractiveness of the place. The home was incorporated in 1897. It was for many years situated in South Lawrence and had been familiarly known as the Wood Home, named for its first benefactors. It has 39 inmates. It is supported mostly by gifts from charitable people. The proceeds from the annual "May Breakfast," begun in 1876 and primarily conducted in support of the Children's Nursery and Home, are given in aid of the institution. The Children's Home referred to was abandoned in 1912, when the property on Howard Street was purchased by the Ruth Verein and devoted to the use of the German Old Folks Home.

LAWRENCE CITY MISSION

The Lawrence City Mission, located on Jackson Street, was organized in 1859, and incorporated in June, 1876. The purposes of the mission are to relieve distress, to prevent unwise giving, to encourage independence, to protect children, and to study social problems. The foundation of the present evening school system was laid by the Lawrence City Mission.

CATHOLIC CHARITIES CENTER

The Catholic Charities Center is an institution which is doing good work along charitable and social service lines. Established in 1919, it has, in the few years of its existence, accomplished much, its activities in 1923 embracing people of twenty-one different nationalities. This institution is supported by the Catholic parishes of Greater Lawrence.

The Arlington Day Nursery, a nursery and permanent home for children whose parents are unable to give them care; the Asrath Noshim, for the purpose of financially aiding the poor and needy of the Jewish race; the German Ruth Society, a home for destitute men and women, and the Lawrence Boys' Club, for promoting good citizenship and morality, and providing a vacation center, physical instruction and manual training, are included among the local charitable corporations listed by the State Board of Charity. Besides these, there is a number of public benefit organizations working for the physical, mental and moral improvement of the community, outside of the regularly recognized institutions.

LAWRENCE INDUSTRIES

AMERICAN WOOLEN COMPANY

The American Woolen Company, which employs more people than any other industrial unit in New England, and which is the largest manufacturer in the world of carded woolen and worsted cloths (men's wear), had its beginning in Lawrence where are located its largest plants, including the mammoth Wood Mills. This great corporation was conceived by William M. Wood, the head of the concern at this writing, who has become a striking figure in modern industry. To his foresightedness and courageous ability, largely, the company owes its remarkable development.

The American Woolen Company was incorporated on March 29, 1899. In 1924 its capital was \$80,000,000. It has 60 mills, located in nearly 50 cities and towns and ranging over seven states. It employs in all its plants 40,000 people with a payroll of \$1,000,000 a week, but the hub of the great concern is in Lawrence where it is represented by the Wood, the Washington, the Ayer and Prospect Mills, which alone employ 15,000 operatives.

The company has an annual output of over 80,000,000 yards of woolen and worsted fabrics, or sufficient to provide suits of clothes for 22,000,000 people. Enough woolen and worsted cloth is produced each year to belt the earth at the equator and in addition to festoon both the northern and southern boundary lines of the United States besides the Atlantic and Pacific shores. If all the pieces of woolen fabrics made in a year by the American Woolen Company were placed end to end, this long strip would extend about one-sixth of the mean distance from the earth to the moon. It taxes the imagination to think of the enormous number of sheep which provide raw material for the mills of the company. The Wood Mills alone, over a third of a mile long and 30 acres of floor space, when running to capacity, consume nearly a million pounds of wool a week, which means that more than 100,000 sheep are sheared every week to supply the weekly requirements of this huge plant. If assembled in one locality the employees of the company together with their dependents would be about equal to the population of such cities as Akron, Ohio; Atlanta, Georgia; Oakland, California; and Omaha, Nebraska. The company has a product not only great in bulk but remarkably diversified. It makes a specialty of uniform cloth for the United States Army and Navy, and has introduced some of the most durable and useful fabrics worn by the soldiers and sailors of the government. The production for general wear includes kerseys, friezes, meltons, thibets, wool and worsted, plain and fancy overcoatings, covert cloth, broadcloths,

mercerized cloths, venetians, granites and vicunas, piece-dye and mixed-dye clay diagonals, unfinished worsteds, fancy weave piece dyes and mixtures, serges, wool and worsted cheviots, all grades of worsted and wool fancy trouserings and suitings, wool and worsted cross-dye and resist-dye fabrics, and rain cloths, plain and fancy. Yarns for practically all purposes are also manufactured.

According to the latest statistics, the American Woolen Company has 683 woolen cards, 438 combs, 763,372 spindles and 9,413 looms.

The equipment of the Wood Mills consists of 18 sets of woolen cards, 140 worsted cards, 1,500 broad looms, 141 worsted combs, 14,400 woolen spindles and 213,928 worsted spindles.

The Washington Mills, the original plant of the American Woolen Company and, as the Bay State Mills, one of the pioneer textile plants of Lawrence, have been largely rebuilt. They have over a million square feet of floor space and are next in size to the Wood Mills among the plants of the company. The equipment of the Washington Mills consists of 101 worsted cards, 114 worsted combs, 1,572 broad looms, 90,948 worsted spindles.

The Ayer Mills, one of the newer plants of the company, named for its first president, have a floor space of 875,703 square feet and an equipment of 50 worsted cards, 60 worsted combs, 400 broad looms and 44,732 worsted spindles.

The Prospect Mills, a plant for the manufacture of worsted yarns, have 6,400 worsted spindles and 3,000 twister spindles. Floor space, 67,000 square feet.

Beyond these plants the company has in Lawrence three large warehouses where the wool used by the mills is stored and graded before it starts through its journey which ends as cloth. It also has a great number of dwellings, occupied by some of its employees. In 1923 the property of the American Woolen Company in Lawrence was assessed for \$17,286,800, about one-seventh of the city's entire valuation.

The importance of Lawrence to the American Woolen Company is emphasized by the recent removal of the executive offices from Boston to a new administration building in Shawsheen Village which is a section of the town of Andover adjoining the Lawrence line. Around this building the company has constructed over 200 houses for the office staff, and the community today represents the outstanding real estate development in the United States. In Shawsheen Village there are also located the Shaw-sheen Mills, a new plant for the manufacture of fancy worsteds, which draw their employees largely from the city of Lawrence, to the number of about 1,000.

THE PACIFIC MILLS

The Pacific Mills, the main plant of which is located in Lawrence, are famed the world over for their fabrics. They have the largest print works in the world, with an unrivaled output of printed, dyed and bleached

cotton goods, and they are also the largest manufacturers of cotton-warp and all-wool dress goods. So widely are the products of these mills known and used that the trade mark "Pacific Mills" is not unfamiliar in Japan, China and other far-off Asiatic countries. The extent of the mills, in Lawrence, their marvelous equipment, the magnitude of their operations, and the perfection of their work excite the admiration and astonishment of all visitors.

Imagine a plantation covering the combined area of Boston, Philadelphia, Pittsburg, Albany, Providence and Washington, more than 235,000 acres in extent. The normal annual yield of such enormous acreage, about 70,000 bales, is only a year's supply of raw cotton for the looms of the Pacific Mills. To meet the raw product requirements of the worsted department for one year 1,600,000 sheep are sheared.

The company has the capacity for producing every full working day over 1,400,000 yards, or about 800 miles of finished cloth. If an aviator should tie one end of this yardage to the tower of the Woolworth Building in New York, he could run a continuous streamer of Pacific Mills cloth through the sky till he reached Washington Monument. After circling the great statue, he could spread a return streamer all the way back to New York, and still have enough cloth left from one day's production to connect the Woolworth Building with the Custom House Tower in Boston; or, to use another comparison, the annual output of the finished cloth made by the Pacific Mills would wrap seven and one-half thicknesses of cotton and worsted cloth around the entire world.

If the looms of the corporation were placed end to end they would make a continuous line over 24 miles in length. Its buildings, over 70, have 198 acres of floor space. The power houses at Lawrence alone have 124 enormous boilers which consume annually 20,000,000 gallons of fuel oil. Electricity enough is generated every day to run the entire street lighting of Boston and all other cities and towns within 10 miles.

As long ago as 1867, Napoleon III awarded the Pacific Mills a prize of 10,000 francs as one of but ten companies of the entire world selected by a special jury as having "accomplished the most to secure a state of harmony between employers and their work people."

The Pacific Mills were incorporated in 1853 with a capital of \$1,000,000. In 1923 the capital of the corporation was \$40,000,000. The original mills and print works were built by the Essex Company. They were remodelled in 1882, and since then they have been enlarged and added to from time to time until, at this writing, the plant in Lawrence is one of the largest mill plants in the United States, with 27 brick buildings, and a floor space of 135 acres. The property of the corporation in Lawrence, in 1923, was assessed for \$14,139,600.

The purchase of the Cocheco Mills at Dover, N. H., in 1909, was the first step toward external growth. In 1916 the Hampton Mills at Columbia, S. C., were acquired, and in 1923-24 new mills were constructed at

Lyman, S. C. The big, modern printing plant of the corporation, located on a 17-acre tract in Lawrence, was put in operation in 1913. It has 50 printing machines, besides a dyehouse and bleachery for dyeing, bleaching and finishing cotton fabrics. All the printing is done at this plant, including that of large quantities of gray cotton cloth which the corporation purchases from other concerns.

The latest statistics of the Pacific corporation show 666,560 cotton and worsted spindles, and 12,357 cotton and 4,100 worsted looms. The company employs 10,500 operatives with an annual payroll of \$12,500,000. The mills at Lawrence employ 8,000. There are in the local plant 214,448 cotton spindles, 92,880 worsted spindles, 3,397 cotton looms, and 4,100 worsted looms. The worsted department of the corporation is confined to the Lawrence mills.

For more than half a century the Pacific Mills have been one of the leading manufacturers of plain and printed cotton fabrics. The enormous line of plain, printed and dyed fabrics include percales, of which they are the largest manufacturer in the world; crêpes, challies, satines, flannels, muslins, cretonnes, shirtings, cambrics, batistes, madras, nainsooks, shoe goods, silk stripes. Pacific worsteds include: all-wool—storm serges, fine French serges, gabardines, tricotines, cashmeres, Poirer twills, poplins, Panamas, coverts, crêpes, batistes, and granites; cotton-warp—brilliantines, Sicilians, plain and fancy mohairs, storm serges, Panamas, challies, batistes, coverts, whipcords. Besides these standard makes, there is a great variety of specialties, too numerous to mention.

THE ARLINGTON MILLS

The Arlington Mills are another of the city's gigantic manufactories which, through the volume and reputation of their products, have won fame for Lawrence in the textile world. These mills are noted for their staples such as serges, chevots and shepherd's checks, all of which are of uniform construction and standard year after year. They are also equipped to make fancies and novelties which vary according to fashion.

The Arlington Mills have every modern appliance necessary for the production of worsted men's wear and dress goods, worsted yarns and tops. They have the distinction of having introduced into this country the manufacture of black alpacas, mohairs and brilliantines. They are famous for the quality and variety of their yarns, there being numberless kinds of yarns made by these mills. Arlington fabrics are noted for their texture. Whether the weave be plain or fancy, the colors solid or combined in plaids, figures or stripes; whether the fabric be made of white yarn for subsequent piece dyeing, or yarn dyed in the wool or top, commonly designated as slub dyed; whether the width be 36 inches or 58 inches, or the weight 3 ounces or 16 ounces to the square yard, all these specialties are made as required by the trade.

Here are the latest statistics of the Arlington Mills: In Lawrence—

land area, 56 acres; floor area, 54.3 acres; power generated by own power plant, 30,600 H.P.; number of employees, 7,000; pounds of wool combed annually, 75,000,000; pounds of tops made weekly, 550,000; pounds of yarns made weekly, 250,000; cloth woven weekly, in yards, 321,500; number of combs, 162; number of worsted spindles, 129,384; number of looms, 2,634. At North Adams—land area, 14 acres; floor area, 3.3 acres; power bought 750 H.P.; employees, 300; cloth woven weekly, 68,500 yards; looms, 236.

The corporation had its beginning in 1865 when business was started with a capital of \$200,000 in the old Stevens piano case factory on the Spicket River. The original name of the concern was the "Arlington Woolen Mills," and the early products were only fancy shirting flannels and wool felted fabrics. In 1866 the plant, with machinery, was totally destroyed by fire, but it was built on a larger scale the following year. In 1871 began the work of remodelling the plant and increasing the productive capacity, and since then, from time to time, there have been large additions of buildings and machinery. In 1875 the name "Arlington Mills" was adopted.

In the early history of the business, cotton spinning was introduced to accommodate its own looms and those dealing in this class of goods, and a specialty was made of prepared warps for the various kinds of dress materials. Until recent years the sale of cotton yarns was an important feature. In April, 1917, the cotton business of the Arlington Mills was sold to the Acadia Mills.

It is worthy of note that the Arlington Mills were the first corporation of any magnitude to adopt the system of weekly payments to its employees, a method now required by law.

In 1923 the capital of the corporation was \$12,000,000. The assessed valuation of its property in Lawrence for 1923 was \$6,829,925.

EVERETT MILLS

The Everett Mills are among the plants that have brought fame to Lawrence as a textile center. The fabrics of these mills have a country-wide reputation for quality and style. They include gingham, shirtings, chambrays, and denims. The gingham are familiarly known as "Everett Classics."

The company was incorporated in 1860. The stone buildings of the original machine shop, erected by the Essex Company, were secured and operations were commenced that year.

Since then the plant has been greatly enlarged and improved. Its buildings spread over a land area of 17 acres. In 1909-10 a mammoth brick mill was added, which is said to be the largest cotton mill under one roof in existence. This structure extends a great distance along Union Street. It has six stories, with 12 acres of floor space within its walls.

When running to capacity the Everett Mills consume a quarter of a

million pounds of raw cotton every week, and the weekly production amounts to a million yards of cotton goods. The plant has 143,296 spindles and 4,608 looms. It gives employment to 2,000 people. In 1923 the capital of the corporation was \$2,100,000. Its property in Lawrence, 1923, was assessed for \$2,621,775.

ACADIA MILLS

The Acadia Mills, formerly the cotton department of the Arlington Mills, were established in April, 1917, with a capital of \$2,000,000. They are located in both Lawrence and Methuen.

The plant consists of five brick mill-construction manufacturing buildings, together with the necessary storehouses, engine and boiler houses, repair shops, etc. The buildings cover a ground area of 192,522 square feet. The floor space, in square feet, is divided as follows: Manufacturing, 495,942; storage, 146,190; miscellaneous, 17,442; total 659,574.

The concern manufactures combed cotton yarns, mercerized, bleached and dyed. It makes a very high quality of combed yarns. It also makes a specialty of high grade mercerized yarns. Mercerizing is a big feature of the business. The process adds lustre to a cotton yarn, strengthens it, and makes it resemble silk. The Arlington corporation was a pioneer in this process of manufacture, which has been developed to an extraordinary degree of efficiency in the Acadia plant.

The yarns are delivered to the trade in skeins, cones, tubes, quiller cops and warps. The finished product per week amounts to 200,000 pounds. In raw material, 120,000 pounds of cotton are used every week, and 125,000 pounds of yarn are received for finishing processes. There are 1,100 operatives employed, when the plant is running to capacity.

THE GEORGE E. KUNHARDT CORPORATION

One of the most steadily operated of the city's manufacturing plants is The George E. Kunhardt Corporation which has an excellent reputation for the quality and texture of its products. Its woolen fabrics, especially, are in much demand.

This concern was established in 1886, when George E. Kunhardt purchased the plant owned by the Lawrence Woolen Company and familiarly known as the Perry Mill. The development of the plant has been remarkable. The original buildings have been remodelled and the old machinery replaced by new. In recent years the manufacturing facilities have been greatly increased by large additions to the plant. The plant has approximately 500,000 square feet of manufacturing space.

The concern manufactures men's-wear woolens and worsteds, besides uniform cloths upon demand. The weekly output, when the plant is running to capacity, is 40,000 yards. In raw material an average of 50,000 pounds of scoured wool is consumed every week. There are 700

operatives employed. In 1923 the assessed valuation of the property of the corporation was \$845,950.

CHAMPION-INTERNATIONAL COMPANY

In the Champion-International Company Lawrence has one of the largest coated paper manufacturing concerns in the world. The company makes a specialty of high grade surface coated papers which are used by many of the leading periodicals in the country.

This concern is the outgrowth of an industry established in Lawrence in the early 50's by William Russell and his sons. The business was incorporated in 1864, under the name of the Russell Paper Company. In 1898 it became a part of the International Paper Company.

In 1902 the Champion-International Company was formed by the purchase of the Champion Card and Paper Company's mill at East Pepperell, Mass., and the repurchase of the paper and pulp mills from the International Paper Company. At the same time a large coating mill was built in Lawrence. This building covers much ground area, and it is modern in every respect.

Not only is the concern one of the largest of its kind in the world, but it is one of the finest equipped. The newest and best methods and equipment for paper manufacturing are used by it, and to it is accredited the introduction of many progressive ideas into the paper-making industry.

These mills have had an important part in the development of the industry. They were pioneers in the introduction of the use of ground wood pulp in the manufacture of news paper, and later in the introduction of soda and sulphite pulp in the manufacture of the higher grades of paper. It was in these mills that, when the sulphite process was on the point of being abandoned for want of a suitable acid-proof lining, with which to line the receptacles in which the process of reducing the wood to pulp was carried on, such a lining was developed. This lining was universally adopted, both here and abroad, and is in use today in every successful sulphite pulp mill.

The capacity production of the local plant a day is 100 tons. The employees number 600. It has a land area of 11 acres, with 325,000 square feet of manufacturing floor space.

Worthy of special note is the fact that the Russell family has been identified with the business since its inception. Hon. William A. Russell, who for many years was in control, was prominently identified with municipal, state and national affairs. For several years he represented this district in Congress.

The present head of the concern, George Fred Russell, is the third generation in its management. Extensive improvements have been made in the plant since he became president and general manager.

The company in 1924 had a capital of \$1,300,000. The assessed valuation of the property in Lawrence for 1923 was \$707,800.



PACIFIC PRINT WORKS



WOOD MILLS

LARGEST PLANTS OF THEIR KIND IN THE WORLD

MONOMAC SPINNING COMPANY

The Monomac Spinning Company was established by William Whitman in 1910 for the manufacture of French spun worsted and merino yarns. The company was incorporated in 1913. The capital in 1924 was \$5,000,000. The plant is of modern mill-construction. It produces annually, running to capacity, 6,250,000 pounds. The company employs 1,200 operatives. There are 12 acres of floor space. The assessed valuation of the property for 1923 was \$2,008,050.

LAWRENCE DUCK COMPANY

Established in 1853; manufactures cotton duck; weekly output, 100,000 pounds; employees, 600; assessed valuation of property for 1923, \$552,000. This concern has made sails for most of the American yacht cup defenders.

UNITED STATES WORSTED COMPANY

Established in 1908; manufactures worsted and woolen men's wear and dress goods; weekly output, 140,000 yards; employees, 1,500; valuation of property for 1923, \$1,187,500.

PEMBERTON COMPANY

Established in 1853 (present corporation formed in 1860 after the fall of the original mill); manufactures cotton goods and flannels, tickings, awnings and shirtings; weekly output, 70,000 pounds; employees, 600; assessed valuation of property for 1923, \$533,250.

PATCHOGUE-PLYMOUTH MILLS

Established in 1906. Concern manufactures fibre rugs and matting. Plant has a floor space of 240,000 square feet. In raw material it uses each week 100,000 pounds of wool, cotton, jute and paper, and its finished product per week amounts to 75,000 square yards. There are 450 employees. In 1923 the property in Lawrence was assessed for \$404,775. Besides the mill in Lawrence there is a plant of the concern at Patchogue, Long Island.

A. G. WALTON & Co., INC.

Established in 1916; manufactures misses' and children's McKay shoes; weekly output, 35,000 pairs; employees, 600; assessed valuation of property for 1923, \$137,900.

LEWIS SCOURING MILL

Established in 1870; wool scourers and carbonizers; weekly output, 800,000 pounds; employees, 475; assessed valuation of property for 1923, \$298,525.

A great many smaller establishments, engaged in the manufacture of a large variety of products, including 20 machine shops and foundries, are located in the manufacturing sections of the city. Included among

their products are woolen, worsted and cotton fabrics, yarns, paper, paper mill machinery, steam engines, pumps, mill supplies, carriages, fire department trucks, wagons and supplies, boilers, iron, brass, copper and tin, cement, stone and marble products, bobbins, spools, shuttles and wood products, rugs, chemicals, soaps.

TRANSPORTATION FACILITIES

LAWRENCE's facilities for freight transportation are confined to the Boston & Maine Railroad, and to motor trucks, a great fleet of which haul raw materials and goods over the road between Lawrence and Boston.

The latter mode of conveyance has developed remarkably in the past several years, and there is every indication that it will continue to grow. It offers quicker, more mobile transportation than do the freight trains of the railroad, and it is of prime importance in cases of shipments that do not permit of delay.

A great deal of the raw materials of the local mills is hauled over the road from Boston, which is regarded as the leading wool market of the country. The wool comes into Boston by shipload from Australia and the Argentine. Much of this raw material is conveyed from ship-sides to the mills here by motor trucks. Besides, a great deal of finished products of the mills is hauled to Boston for the New York boats, the shipments arriving in New York the next morning.

Most of the mills have trucks thus engaged, and several private trucking concerns make a regular business of hauling freight for the industrial plants. One of these concerns, which does a big business with the mills, estimates its annual haulage between Lawrence and Boston at 38,000 tons. It is estimated that about 6,000 tons are shipped by express.

A 1922 compilation by the Chamber of Commerce had the following figures for freight received in Lawrence:

	Tons
Bituminous coal.....	350,000
Anthracite coal.....	163,000
Fuel oil.....	177,000
Lumber	180,000
Groceries and provisions.....	25,000
Merchandise	600,000
Raw materials for mills and miscellaneous.....	300,000
Total	1,795,000

According to data received by the Chamber of Commerce from the Boston & Maine Railroad, for 1922, the tonnage consigned to Lawrence on that road was 1,051,736; transferred to this point, 75,496; tonnage outbound, 92,834.

In passenger transportation Lawrence has good facilities. It has

67 passenger trains daily on the Boston & Maine Railroad. Besides, it is a street railway centre, with lines radiating to all the surrounding cities and towns.

The street railways were a potent factor in the early development of Lawrence and outlying districts. By making travel easy and rapid, they brought all sections into closer touch, and incidentally have been of great benefit in encouraging building, lessening congestion and increasing property valuation, besides being a big help to general business.

The Eastern Massachusetts road here is the outgrowth of the pioneer street railway in this locality. From a little horse road the Lawrence Division of the Eastern Massachusetts Street Railway, first known as the Merrimack Valley Horse Railroad, then as the Boston & Northern, and later as the Bay State Street Railway, has become a network of over 57 miles of track upon which are run over 82 cars. The entire system has about 960 miles of track.

The first company to operate a street railway in Lawrence was organized August 13, 1867. The corporation was formed with the following officers: President, William A. Russell; treasurer, James H. Eaton; secretary, Charles E. Goss; board of directors, William A. Russell, A. W. Stearns, George A. Fuller, William R. Spalding, Charles E. Goss; superintendent, Stephen Dockham. Ground was broken for the first line October 21, 1867, work being begun at the woolen mill in Methuen. When, on Christmas Day, 1867, two horse cars were run on Essex Street from the depot to the Everett Mills, it was made a day of general rejoicing. Everybody turned out and struggled for a chance to ride on those cars with the result that the first day's collection amounted to \$130. The following day the first car was run to Methuen.

In the autumn of 1868 the road was extended to the Machine Shop, North Andover. In 1876 the tracks were again extended by what was then called the South Lawrence Branch, running to the depot. In 1887 the Newbury, East Haverhill and Berkeley Streets Line was built. The Belt Line was constructed the same year, made necessary by the burning of the Union Street Bridge and cutting off of North Andover on the old location. The track on Water and Lawrence Streets was built in 1888. Extension of local lines, one after another, gradually followed until it was deemed wise to experiment in wider fields, so that in 1893 a line was extended to Haverhill, and the next year to Lowell, thus connecting three great factory cities of the Merrimack Valley. Andover was connected before this, in 1891. The Middleton, Danvers & Salem Line of the Lawrence Division was opened in 1902. In 1922, it is estimated, there were 11,000,000 passengers carried on the Lawrence Division of the Eastern Massachusetts.

The most marked improvement in equipment came when the radical change from horse to electricity as motive power was made in 1890 and 1891.

Although the Massachusetts Northeastern Street Railway, formerly known as the Southern New Hampshire, has a smaller amount of trackage in the city than has the Eastern Massachusetts, the company has extensive lines through the surrounding country. The local terminal of the road is at Hampshire and Essex Streets, from which it runs into Southern New Hampshire and Haverhill. Its lines run through much open country which, until the heavy rails of this fast growing corporation were laid, was sparsely inhabited.

From the Hampshire Street terminus cars run to Haverhill direct and via Point A in Salem, N. H., also to Lowell and Pelham, Nashua, Hudson and Goffis Falls, N. H., where connections can be made for Manchester, N. H.

Canobie Lake Park, one of the most beautiful inland pleasure resorts in this section of the country, and which is owned by the Massachusetts Northeastern, is in the radius of these lines. It was opened to the public in 1903.

The first franchise granted this road in Lawrence was in 1899, when on December 26 of that year the Municipal Council gave the Lawrence & Methuen Street Railway Company the privilege of laying a track on Hampshire and Centre Streets. The Lawrence & Methuen road was later absorbed by the Southern New Hampshire.

The power station from which the various lines of the Massachusetts Northeastern are operated is located at Portsmouth, N. H. The main offices of the company are at Haverhill.

DEEP WATERWAY POSSIBILITIES

A DEEP waterway to the sea would be a great contributing factor in the future development of Lawrence. Terminal and track facilities have not kept pace with the tremendous industrial expansion of the city in the past 20 years, and the need of improvement in freight transportation, such as would be afforded by river navigation, is keenly felt.

As far back as 1828 the Federal authorities saw the need of dredging the Merrimack River above tidewater, to encourage the building of seaport towns along its shores. From time to time in the years that have followed, it has been "resolved" and "reported" with occasional action that failed to fully produce the desired results.

In June, 1848, the steamer *Lawrence* came up from Newburyport with a delegation from that place and adjoining towns. Since that time sundry efforts have been made to navigate the river, but with little success. General Butler's effort in 1877 met with some success, and in 1879, E. M. Boynton made a marked advance in the project. Many obstructions were removed, boats built for transporting coal, lands leased of the Essex Company for a landing place and coal yard, and 22,000 tons of coal were delivered in Lawrence direct from Newburyport before winter set in that year. However, the channel at Mitchell's Falls proved to be neither deep enough nor wide enough to guarantee safe transportation, and interest waned.

A great stride in the various attempts to carry out this long cherished idea was made in 1917 when the Merrimack Valley Waterway Board, comprising Andrew B. Sutherland of Lawrence, Judge Charles C. Paine of Hyannis, and Lewis R. Hovey of Haverhill, succeeded in bringing the proposition to a point where the preliminary work for the actual construction might have been started.

The approval of the project by the Board of Engineers of the United States Army had been secured, with the recommendation to Congress that the Federal Government participate in the expense on a 50 per cent basis with the State of Massachusetts. The estimated cost at the time was \$7,076,600, the cities and towns to be benefited to take care of all land damages, terminals, docks, etc. The State Legislature voted to cooperate in a financial way, but the bill was vetoed by Governor McCall on the ground that it was inexpedient at the time, notwithstanding the fact that it was pointed out that provision could be made whereby the legislation need not become effective until after the war.

The project proposes a navigable channel, 18 feet deep and 200 feet wide, from the sea to Lowell, a distance of 36 miles. There are on the banks of the river, in this short distance, four large cities and 12 towns, and nearly 900 manufacturing establishments.

The idea is not impracticable, and the undertaking does not seem so difficult when one considers the length of inland waterways elsewhere. New York is 20 miles by river to the sea, Mobile 40 miles, New Orleans 100, Baltimore 150, Philadelphia 100, London, England, 35, Liverpool, England, 20 and Manchester, England, 56 miles by river to the sea. The great Kiel Canal, completed in 1914, is 61 miles long and cost more than \$65,000,000.

The Merrimack Valley has an annual commerce that exceeds the foreign commerce of Boston. It exceeds the foreign commerce of any American seaport except New York, and that of any seaport in the western hemisphere except New York and Buenos Aires. It is much greater than the foreign trade of Manchester, England (where \$100,000,000 has been spent in constructing a canal 36 miles long with an extensive system of docks). It exceeds by far the foreign trade of Glasgow, Scotland (where \$55,000,000 has been spent in dredging and dock construction).

America's keenest competitors in Europe are vastly extending their inland waterway systems, in order that their commerce may be moved to and from shipsides at the lowest possible cost. There has been sufficient evidence of the inadequacy of the railroad accommodations hereabouts to make it apparent that there is need of a deep waterway for the cities and towns of Merrimack Valley, and it is to be hoped that the efforts of those who have worked so hard to bring about a fulfillment of the project will yet be crowned with complete success.

CHURCH HISTORY

AN all-wise Providence has put it into the hearts of all His rational creatures to worship, and it was only natural that the first comers to the "new city" should have their thoughts turned religiously.

Church history in Lawrence really began with the founding of the town. Religion has always been a most potent factor in the life of the community. Its importance today is evidenced in the great number of houses of worship here.

The development of the religious organizations has kept pace with the growth of the town and the city. There are now established in Lawrence 43 churches and 10 smaller organizations, making in all 53 religious bodies. The 43 churches are included in 12 distinct denominations.

The leading religious sects made almost simultaneous beginning in Lawrence, although 15 years before the founding of the town, on May 12, 1832, a church was duly organized in that part of Methuen now Lawrence, in the old Prospect Hill schoolhouse. It was called "The First Protestant Episcopal Church of Methuen." Several months later it became known as "Mount Zion Church." An effort was made to have constructed a church building on the old Methuen Orthodox Church site on Clover Hill, but the movement failed, and during the four or five years that this church existed services were held in the old Prospect Hill schoolhouse, in the old brick schoolhouse on Howe Street at Grosvenor's Corner, and in a hall at Methuen Village. The first Christmas service ever celebrated in this locality was held by this church. The communion service ware in use by this church served at Grace Church in the early years of its organization, and was afterward loaned to the Lawrence Street Church for use at the first communion of its members.

The importance of Lawrence as a field for religious teaching was fully comprehended by Catholic leaders, and they sent here, as pioneer workers for the church, men of large capacity and untiring energy.

We cannot fix with certainty the exact date when pioneers of this faith held first service here. Mass was probably first offered in Lawrence by Father McDermott of Lowell in the dwelling of Michael Murphy on Newton Street in South Lawrence, in December, 1845, or early in January, 1846.

In April, 1846, Rev. Charles Ffrench commenced ministering to Catholics in Lawrence. He was the first clergyman of any denomination to actually purchase land for a church building. In a few months a modest wooden building was erected on Chestnut Street at the corner of White Street, where regular services were held and quite a large school was maintained. About 35 per cent of the population of Lawrence in

1848 was naturally Catholic in religious tendency. Today this denomination predominates.

Father Ffrench died in January, 1851, being succeeded by Rev. James H. D. Taaffe, during whose pastorate, in 1854, the brick church (Immaculate Conception) was built. In 1861 the fine-toned bell was placed in the tower, the first church bell to sound in the city.

The first building dedicated to religious worship in the city by Protestant worshippers was erected by Grace Episcopal Church on the lot near the corner of Jackson and Common Streets, just north of the present stone edifice. It was a chapel of wood. Divine service was held in the building in October, 1846, and it was consecrated the following November. Later it was removed to Garden Street and used as a vestry until torn down to make room for the new and commodious brick chapel there erected.

The church edifice of stone was built in 1851, and consecrated in May, 1852. The building was enlarged in 1896. From the first gathering of this pioneer church until his death in 1876, the Rev. Dr. George Packard was rector of the church and parish.

The Methodists, Congregationalists, Baptists, Unitarians and Universalists were also pioneers in the religious life of the community, all having become established here prior to 1850.

In June, 1846, the first Methodist preaching service in Lawrence was held at the house of Charles Barnes, No. 5 Turnpike Street (Broadway). The Essex Mission (so called) was organized June 1, 1846. Two months later the Methodists moved across the street into the attic of an unfinished building which was called "Concert Hall." The church building at the corner of Haverhill and Hampshire Streets was dedicated February 20, 1848. In 1911 this society, the First Methodist Episcopal Church, consolidated with the Garden Street Methodist Episcopal Church, forming the Central Methodist Church which now occupies the new attractive stone edifice on Haverhill Street just east of Lawrence Street. The Garden Street M. E. Church was for many years located in the brick structure at the corner of Garden and Newbury Streets.

The Merrimack Congregational Society (so called) was organized August 1, 1846, but the name was changed to the Lawrence Street Congregational Church the following year, and January 5, 1847, meetings were begun in a small wooden building at the corner of Haverhill and Lawrence Streets. On October 11, 1848, the old wooden church which for so many years occupied this site was dedicated. This structure was totally destroyed by fire in 1913, and was replaced by the present handsome stone edifice which was dedicated in May, 1915.

The pioneer Baptist organization was the First Free Baptist Church which was organized January 17, 1847, although services were first held by this sect in the boarding house of Timothy Osgood on Turnpike Street (Broadway) in April, 1846. The church worshiped in a

small chapel at the corner of Haverhill and White Streets. This property was sold in 1857; the building was cut in two and made into two dwelling houses. A new church building was erected at the corner of Common and Pemberton Streets. This was dedicated April 21, 1857. In 1921 the Second Baptist Church merged with the First Free Baptist, forming the Calvary Baptist Church. A new edifice was erected in place of the old Free Baptist Church building at the corner of Common and Pemberton Streets, and occupied in 1924. The old building of the Second Baptist Church was torn down to make room for the new structure of the American Telephone Company. The Second Baptist Church had been organized September 6, 1860.

The First Baptist Church had its beginning in the spring of 1847. Services were held irregularly in private homes or schoolhouses until June, 1847, when a permanent church organization was effected, the new body taking the name of the Amesbury Street Baptist Church. A temporary building was erected on a lot in the rear of the site of the present structure. But this was soon found to be inadequate, and the Essex Company gave the lot of land at the corner of Haverhill and Amesbury Streets, where the society commenced the work of building the church it now occupies, which was completed and dedicated October 20, 1850.

On August 30, 1847, the Unitarian Church was organized. The first meetings were held in the Odd Fellows Hall on Hampshire Street, and later in a chapel which had been erected for that purpose. In May, 1850, the old wooden church building at the corner of Jackson and Haverhill Streets was dedicated, the tower and spire of which were destroyed by fire August 12, 1859, and had not been replaced. This structure was torn down in 1916 and a much smaller building erected.

On November 15, 1847, the First Universalist Society (Church of the Good Shepherd) was organized and the first meetings held in a schoolhouse on the southerly side of Haverhill Street near where the Battery building now stands. Meetings were afterwards held in Bridgman Hall, on Oak Street, and later in Lawrence Hall (since known as Music Hall) on Common Street. In 1852 a church edifice was erected on Haverhill Street, and in 1865 the building was remodelled and enlarged, and a spire added, forming the present structure.

In touching on the pioneer churches, mention should be made of the Central Congregational Church, since merged in the Trinity Congregational Church. This society was organized December 25, 1849, and meetings were held in the old City Hall from that date until August 5, 1854, when a new church at the corner of Essex and Appleton Streets was dedicated. Here regular services were held until August 12, 1859, when the structure was totally destroyed by fire. In the fall of the same year the society commenced work on the stone church (now Trinity Church) fronting the Common on Haverhill Street, which was dedicated June 1, 1860. On June 28, 1883, the Central and Eliot Congregational Churches

were consolidated, and the name changed to Trinity Congregational Church. The Eliot Congregational Society had been organized September 28, 1865, by some members of the Lawrence Street and Central Churches. Services were held in the old City Hall and Grace Church until September 6, 1866, when the brick church building at the corner of Appleton and Methuen Streets was dedicated. For a number of years this structure was the home of the Young Men's Christian Association.

St. Mary's Catholic Church, another pioneer, had its beginning in November, 1848, when Rev. James O'Donnell came to Lawrence and celebrated mass in old Merrimack Hall at the corner of Jackson and Common Streets. He secured the central site now occupied by St. Mary's granite school building on Haverhill Street. Here on the first Sunday in January, 1849, he first held service in an unfinished rough church building constructed of wood. It was winter, the roof was open, and snow came down upon the congregation as they knelt; the pulpit was a pile of shingles. In 1851 the granite church building went up, over and about the little chapel before its removal. This structure is a part of the present stone school building.

In August, 1859, Father O'Donnell introduced the Sisters of Notre Dame who established the parochial school that has developed to such great proportions. Father O'Donnell was the real founder of St. Mary's Church, although the cornerstone of the present magnificent edifice (the largest and most imposing in the city, and one of the best specimens of Gothic architecture in the country) was laid on August 19, 1866, during the pastorate of Rev. Louis M. Edge. While in Philadelphia arranging for raising the cross on the new St. Mary's Church, Father Edge was thrown from a carriage, and death resulted on February 24, 1870.

The present St. Mary's Church was completed under the direction of Father Galberry and was dedicated September 3, 1871. The parochial residence on Haverhill Street, occupied by the Augustinian Fathers who now have charge of all the English-speaking Catholic churches on the north side of the Merrimack River, was completed October 5, 1873. The chime of bells in St. Mary's Church tower was placed in position December 12, 1884. An electrical appliance was connected with these bells in 1923, so that they could be operated from the church organ. At the same time the interior of the church building was thoroughly and beautifully renovated. The old main altar and side altars were replaced by new ones, more in keeping with the new decorative scheme.

Rev. James T. O'Reilly came to Lawrence in 1886. His indefatigable energy and business acumen brought the parish to a most remarkable state of development. Father O'Reilly was interested in promoting the organization of nearly every non-English-speaking Catholic parish of the city. St. Mary's parish over which he has jurisdiction, includes St. Mary's, Immaculate Conception, St. Augustine's and Assumption of Mary Churches.

Other religious organizations in the city were established in the following order:

United Presbyterian—Organized in June, 1854. Church edifice on Concord Street, now occupied by the Armenian Congregational Church, built in 1870. Society moved into the old Haverhill Street Methodist Episcopal Church building, corner of Haverhill and Hampshire Streets, on October 1, 1911, following the merging of that church in the present Central Methodist Episcopal Church.

St. John's Episcopal—Organized May 14, 1866. For many years located on Bradford Street. Cornerstone of present edifice on Broadway laid October 11, 1903.

South Congregational—Organized May 13, 1868, although a Sunday school was established in 1852. Present church building erected in 1896.

St. Patrick's (Catholic)—Parish formed in 1868. First church building of wood, built on site of present substantial structure, was dedicated March 17, 1870. Cornerstone of brick edifice on South Broadway laid in 1881 and building was dedicated June 17, 1894.

Parker Street Methodist Episcopal—Organized September 16, 1870. Present edifice on Parker Street dedicated in 1875.

Advent Christian—Society had its beginning in 1860. Church organized in November, 1870. Edifice on Lowell Street dedicated in 1899.

United Congregational—Lowell Street. Organized as Primitive Methodist Church in 1871. Name changed to Tower Hill Congregational in 1877, and since March 2, 1886, has been called the United Congregational. Church building erected and occupied in 1872.

St. Anne's (French Catholic)—Parish formed in December, 1871. Construction of old church on Haverhill Street commenced in 1873. Completed and dedicated in 1883. In the meantime, mass was said in the basement of the building. First service in commodious edifice on Franklin Street held January 7, 1906.

St. Laurence O'Toole's (Catholic)—Old structure at the corner of Essex and Union Streets, now occupied by the Holy Rosary Church (Italian Catholic), was dedicated as St. Laurence O'Toole's Church, July 12, 1873. Present brick edifice at the junction of Newbury and East Haverhill Streets erected in 1903.

Riverside Congregational—Water Street. Sunday school established in April, 1862. Church organized as Union Evangelical Church in June, 1875. Became a Congregational Church, March 9, 1878.

German Methodist Episcopal—Vine Street. Organized in 1878. Church dedicated December 11, 1881.

St. Augustine's (Catholic)—Church building on Water Street completed and first mass celebrated there on Christmas Day, 1878. This, a mission church connected with St. Mary's parish, was transferred to Lowell Street, Tower Hill, where a combination school and church building was erected in 1922.

German Presbyterian—East Haverhill Street. Had its beginning in 1872. Church building dedicated December 12, 1875. Organized as a Presbyterian church in 1879. There had been a split in the congregation in 1878, members of Methodist inclination forming the German Methodist Episcopal Church.

St. Mark's Methodist Episcopal—First known as the Bodwell Street Methodist Episcopal Church. Organized in December, 1879. Name changed to St. Mark's Methodist Episcopal Church in 1890. Edifice at the corner of Essex and Margin Streets dedicated May 22, 1890.

St. Paul's Methodist Episcopal—Wyman Street. Organized December 30, 1885, as the Arlington Union Church in a building known as the Lake Street Chapel. Became a Methodist Episcopal Church, April 30, 1891.

Religious Society of Friends—Established May 12, 1886. First service in the meeting house on Avon Street in March, 1896.

Church of Assumption of Mary (German Catholic)—Parish formed in 1887, and present edifice on Lawrence Street erected the same year.

Congregation of Sons of Israel (Jewish)—Organized October 3, 1894. Synagogue on Concord Street built in 1913.

First Church of Christ (Scientist)—Sunday school established in 1887. Church organized in March, 1896. Edifice on Green Street dedicated in August, 1896.

St. Joseph's Syrian (Greek Catholic Rite)—Parish formed by Rev. James T. O'Reilly of St. Mary's in 1898. First worshiped in St. Mary's stone school building. Church on Oak Street dedicated in 1905.

Sacred Heart (French Catholic)—Parish formed in 1899. Established in basement of proposed church building on Groton Street in 1915.

Wood Memorial Free Baptist—Sunday school established in 1898. First service held in church building on Coolidge Street in November, 1899.

Congregation of Anshea Sfard (Jewish)—Organized April 6, 1900. Synagogue on Concord Street built in the fall of 1907.

St. Anthony's Syrian Maronite (Catholic)—Parish formed in May, 1902. First worshiped in St. Mary's stone school building. Church on Elm Street dedicated in 1906.

St. Francis (Lithuanian Catholic)—Parish formed in 1903 by Rev. James T. O'Reilly of St. Mary's. Building on Bradford Street, formerly occupied by St. John's Episcopal Church, bought the same year and congregation became established there. In 1922-23 a fine brick structure replaced the old building.

Holy Trinity (Polish Catholic)—Parish formed in December, 1904. First worshiped in the basement of the Holy Rosary (Italian) Church. Church on Avon Street dedicated February 5, 1905.

Sts. Peter and Paul (Portuguese Catholic)—Parish formed by Rev. James T. O'Reilly of St. Mary's in 1905. First worshiped in the basement

of the Immaculate Conception Church. Edifice on Chestnut Street dedicated in 1907.

St. Augustine's Episcopal—Established as a mission of Grace Church in 1905 when the chapel was built at the corner of South Union and Boxford Streets. Became a separate parish in 1907, and in 1910 occupied the basement of the proposed church.

Franco-American Methodist Episcopal—Organized October 20, 1907. Moved to building on Water Street in 1914.

Church of Holy Rosary (Italian Catholic)—Parish formed March 4, 1908, when congregation became established in old St. Laurence's Church building at the corner of Essex and Union Streets.

Salem Street Primitive Methodist—Organized as a mission station in September, 1915, and became established in the present building on Salem Street the same year.

Bethel Armenian Congregational—Started as a mission of the Lawrence Street Congregational Church about 1902. Organized as a church in 1916. Became established the same year in the building on Concord Street, formerly occupied by the United Presbyterian Church.

Besides the above mentioned, there is a number of smaller religious organizations established in the city, including: Armenian National Apostolic Church, First Spiritual Church, Lighthouse Mission, Lithuanian National Catholic Church, St. George Syrian Greek Orthodox Church, St. John Baptist Russian Greek Catholic Church, Salvation Army, Spiritualist Temple, Swedish Lutheran Church, Syrian Protestant Church, Congregation of Temple Emanuel.

YOUNG MEN'S CHRISTIAN ASSOCIATION AND YOUNG WOMEN'S CHRISTIAN ASSOCIATION

The Young Women's Christian Association and the Young Men's Christian Association provide fine facilities for physical and mental development and comfort, in addition to the religious instruction which is carried on through Bible classes. The new Young Men's Christian Association building is one of the attractive structures of the city. In 1909, during a whirlwind campaign of ten days \$169,000 was raised by popular subscription for this building. Besides all the usual equipment and activities of a Young Men's Christian Association, there is a large swimming pool. The Young Men's Christian Association was organized in 1876, and reorganized in 1893. It was incorporated January 14, 1880. The early Young Men's Christian Association of 1856 did not survive the hard times of that period and the Arlington Young Men's Christian Association was merged in the present organization. The Young Women's Christian Association was organized June 6, 1892. The aim is to do spiritual work among young women, recognizing at the same time their intellectual, social and physical needs. The association is especially helpful to young women who have no home ties here.

JOURNALISM IN LAWRENCE

A NEWSPAPER man was on the spot when the foundation of Lawrence was being laid, and newspaper enterprise has ever since been prominently identified with the development of the city. There have been many ventures in the local field of journalism, and most of them have been short-lived. Newspapers are not made; they grow, and only the fittest survive.

The first newspaper in Lawrence was issued in October, 1846, under the name of *The Merrimack Courier*, by J. F. C. Hayes, who came here early in that year and set up a printing press in a partially completed building on Broadway. This paper, a weekly, was continued under the editorial management of Mr. Hayes, John A. Goodwin, Homer A. Cooke, Rev. Henry F. Harrington and Nathaniel Ambrose, a portion of the time as a tri-weekly, until soon after Lincoln's election in November, 1860, when the publication collapsed.

In January, 1847, *The Weekly Messenger*, published by Brown & Becket, was transferred to Lawrence from Exeter, N. H. It lasted about two years. Some time in the winter of 1847 or 1848, one or two editions of a paper were issued from the *Messenger* office, under the title of *The Engine*, by E. R. Wilkins. In the spring of 1848, a paper, called *The Herald*, by Amos H. Sampson, appeared, gave a few gasps and passed away. Immediately following *The Herald* came *The Vanguard*, by Fabyan & Douglass. *The Vanguard* was Democratic, and it was regarded as an able publication. The office was a joint stock concern, in which the publishers were very little interested, and subsequently the name was changed to *The Sentinel*. Under this title it had been edited by Harrison Douglass, B. F. Watson, George A. Gordon, Benjamin Bordman, John Ryan, John K. Tarbox, Abiel Morrison, and Jeremiah T. and Edward F. O'Sullivan. Only recently this, the city's oldest weekly publication, gave up the ghost.

In 1856 a weekly paper, under the title of *The Home Review*, was issued here by J. F. C. Hayes. It was continued until the *Courier* came back into his hands, when it was merged in that paper. In 1855 the publication of *The Lawrence American*, by George W. Sargent and A. S. Bunker, began. The office, like that of *The Vanguard*, was a joint stock affair. It was owned by the members of the "Know Nothing" party. Mr. Bunker sold his right to the paper to Mr. Sargent for \$25, a few weeks after its commencement, and the latter conducted it alone for a time. Later George S. Merrill became associated with him, and finally succeeded him as sole editor. *The American* flourished as a "Know Nothing" organ during the brief existence of the "Know Nothing" party. When Mr.

Merrill got control the policy was changed and, under his capable editorship, *The American* was a widely quoted Republican paper. In June, 1892, William S. Jewett purchased the plant, and on August 1, 1893, he started *The Sun*, a morning daily, and later *The Sunday Sun*, a Sunday edition of both the daily *American* and the *Sun*, from the same office. *The Sunday Sun* attained a large circulation. A new management, a stock company, took over the plant in 1914. Shortly afterward the daily *Sun* was discontinued, and the name of the *American*, the evening edition, changed to the *Sun-American*. In 1922 the name of the evening paper was again changed, to *The Times*. In 1924 the plant was again sold, and the evening paper was discontinued. At this writing B. S. Pouzzner was named as publisher.

On December 1, 1860, the first daily in this city, *The Daily Journal*, was issued by Dockham & Place. It was continued for about two years as a daily, then became a tri-weekly, and in 1863 it was merged in *The American*. In the spring of 1867, *The Essex Eagle*, by Merrill & Wadsworth (Charles G. Merrill and Horace A. Wadsworth) was started, and was published weekly. Mr. Merrill soon retired and Mr. Wadsworth managed the paper alone, starting the *Daily Eagle* from the same office, July 20, 1868. The *Daily Eagle*, which in 1868 absorbed *The Essex Eagle*, is the oldest daily in the city, the daily *American* being issued for the first time the next evening. With the *Eagle* there is now published daily *The Evening Tribune*, which was established in 1890, the first penny paper here. Their political policy is Democratic. In 1898, F. H. Hildreth and A. H. Rogers, under the firm name of Hildreth & Rogers, purchased the *Eagle* and *Tribune*. Upon the death of Mr. Hildreth in 1909, a stock company was formed, with Mr. Rogers as treasurer and general manager, and it took over the plant. *The Tribune* has the largest circulation of any of the Lawrence newspapers.

The Lawrence Journal, weekly, was started by Robert Bower, as a labor organ, in 1871, and was sold to Patrick Sweeney in 1877. It later became the *Sunday Register* which, after passing through several hands, suspended publication in 1913. There has been a number of later day publications which have gone out of existence, including *The Sunday Telegram*, *The Star*, *The Daily News*, *The Journal*, *The Critic* and *The Gazette*.

The Sunday Telegram was established in 1884 by Winfield G. Merrill. Later George Goldsmith joined Mr. Merrill in the venture, and then became sole editor. With Harry Nice, Mr. Goldsmith began issuing *The Lawrence Telegram* daily on March 4, 1895, this publication taking the place of *The Sunday Telegram*. In 1896 John N. Cole took over the paper, and under his supervision it was firmly established. In 1906 Kimball G. Colby purchased the controlling interest in the publication, further improving the plant and increasing the prestige of the paper. Today, *The Telegram* is one of the city's most influential publications.

Its political policy is Republican. The daily newspaper plants are modernly equipped, and not only is the local field thoroughly covered, but the news of the world is daily chronicled by the aid of wire services.

The Star, a weekly publication, was established by James E. Donoghue in 1893, and in 1900 *The Daily News* was started from the same office. Though *The Daily News* was a bright, newsy sheet, five years later it expired with *The Star*. There are a few weeklies being published in the city today, including *The Leader*, *Anzeiger und Post* (German) and *Le Courier* (French). *The Leader* is devoted almost entirely to comment, very little straight news matter being carried.

MERCANTILE DEVELOPMENT

THE mercantile development of Lawrence has kept pace with the rapid growth of the city. It is not much longer than an ordinary lifetime since Amos Pillsbury anchored his gondola at the north bank of the river just below the dam, then still in the process of construction, and began dealing in boots and shoes. From that simple enterprise has sprung a system of mercantile establishments which has made this city one of the most important trading centers in Essex County.

One of the first store blocks, extending from the Bay State building, at the corner of Essex and Lawrence Streets, easterly along the main street to the corner of Pemberton Street, known as City Block, is still with us, though the stores are greatly altered in appearance. The old fronts with the poor equipment, small stocks and rural methods, have given way before the onrush of modern business, and in general appearance and facilities, Lawrence's stores will compare favorably with those of any city of its size in the country.

Essex Street, for a mile lined on both sides with attractive establishments, is one of the longest and busiest shopping thoroughfares in the county. On Saturday afternoon and night, the principal shopping period, thousands of people traverse the street. Lower Broadway is also popular with the great buying public, while of late years a large section of South Broadway has become a busy trade mart, dozens of business establishments having come into existence to meet the increasing shopping trade of the growing South Lawrence district. Up in the Arlington district, too, on upper Broadway are numerous shops. There is probably no greater variety nor larger number of stores in the State, outside of Boston, and there are several emporiums that would do credit to much larger cities.

Within easy reaching distance of Lawrence's shopping center are more than 300,000 people. Besides by the residents of Lawrence and its contiguous towns, the city's mercantile district is patronized by people from Lowell, Haverhill, Reading, Middleton, Boxford, and Salem, N. H. With relation to these communities Lawrence is like the hub of a wheel with the several electric railway lines as spokes extending in all directions.

Essex Street is broad, with roomy sidewalks and roadway, as is North Broadway, which takes the overflow from the main business thoroughfare. On shopping nights Essex Street is brilliantly lighted. It runs east and west, not far from the geographical center of the city.

THE CENTRAL BRIDGE

No public improvement undertaken in the history of the city was more fraught with difficulties than was the building of the Central Bridge. The project followed a pathway strewn with obstacles, and it was only with the greatest effort that some of these were surmounted. The construction of the bridge was merged in bitter controversy at times, and it was used as a political football by which men rode in and out of office.

There have been some who contended that there was no need of so costly a structure; that more careful deliberation in the matter of construction plans and contracts, and of property damage, would have saved the city many thousands of dollars. However, when the bridge was built it was constructed with an eye to the future, and there is no denying the permanency of its construction, nor its massive beauty. The bridge stands today one of the finest of its kind in the country.

The Central Bridge is a reinforced concrete structure, 1,500 feet long by 80 feet wide, spanning the Merrimack River at the foot of Amesbury Street, approximately 460 feet south of Essex Street, the principal business thoroughfare in Lawrence. With the extensions over the canals, which traverse at right angles at either extremity, the entire structure measures 1,750 feet.

The design involves 200 feet of retaining wall of the counterfoot type, with earth fills, at each end of the bridge. There are six 107-foot three-centered reinforced concrete arch spans of the open spandrel type, six 44-foot segmented arch rib spans and one temporary 90-foot concrete arch span. This last mentioned span was built in such a manner that it can readily be replaced with a double leaf bascule draw span, whenever the Merrimack River is open for navigation. In the original design no provision was made for navigation, but legislation subsequent to the signing of the contract necessitated the erection of two large abutment piers to provide for the future installation of a bascule span in the middle of the river channel.

The deepest foundation, that laid for the southerly bascule pier, is sunk 55 feet below water, making the height of this pier 98 feet and 6 inches, which, to give some idea of its immensity, is about as high as the Bay State building, the highest office building in Lawrence.

The roadway over the full length of the structure is 56 feet wide between curbs, the same as Essex Street. Provision is made for two electric railway tracks. The sidewalks are 12 feet wide, the same width as those on Essex Street. A reinforced concrete balustrade of ornamental design extends the full length, intercepted at regular intervals by lamp posts which are also constructed of reinforced concrete and made

high enough to support span wires carrying trolley wires. Provision was made to illuminate the structure by attaching to each of the 26 lamp posts a four-light cluster phosphor bronze fixture. Each lamp is of 200 candle power. As a "white way" the bridge is unsurpassed by anything of that nature to be seen in this locality. Thirty-six $3\frac{1}{2} \times 3\frac{1}{2}$ terra cotta conduits were provided beneath the easterly sidewalk for carrying wires. The street car rails are 110 pound, nine-inch grooved girder rails laid on creosoted ties, flush with the paved highway surface.

Indeed, the Central Bridge is modern in every detail, spacious and imposing, and artistic in design. What is most satisfying of all is the fact that it is built for all time, capable of carrying the very heaviest traffic and requiring hardly any expenditure for repairs.

The commission in charge of the construction of the bridge comprised John J. Donovan, chairman; John O. Battershill, secretary; Joseph J. Flynn, John A. Brackett and Otto Parthum, with City Solicitor Daniel J. Murphy as counsel. The engineer was Benjamin H. Davis of New York. The commission was appointed by Mayor John T. Cahill on January 23, 1911. The first excavation for the bridge was made on October 1, 1914, and the first concrete was laid on October 20 of that year. The main structure was completed on March 20, 1918.

The construction of the bridges over the North and South Canals, approaches to the Central Bridge, was completed in 1918-1919, under the direction of the City Council, the Central Bridge Commission having completed its duties with the completion of the main bridge. The canal bridges are concrete structures whose architectural lines are in keeping with those of the Central Bridge. The plans were drawn by B. H. Davis, the Central Bridge engineer, who was under contract to supervise the construction.

The Essex Company, according to its charter, being obliged to construct and maintain "sufficient" bridges where new highways are laid out over the canals, and there being a disagreement as to the character of the structures the company should build, a compromise had been reached whereby the Essex Company agreed to pay \$40,000 toward the cost of the canal bridges upon the condition that the city construct the bridges and that the company be released from the obligation of maintaining them. An agreement, drawn up to that effect, had been ratified by the State Legislature of 1917.

The County of Essex was bound, upon the completion of the project, to reimburse the city to the amount of \$100,000, as its share of the expense. This obligation was not fulfilled until 1923, the County Commissioners in their delay of payment resorting to a contention that the river bottom about the bridge had not been suitably dredged. The first cost of the project to the city may be further reduced by leasing the electric railway privileges over the bridge when the proposed union railroad station is constructed near the southern approach.



THE CENTRAL BRIDGE

Main structure: Length, 1,500 feet; width, 80 feet; deepest foundation of piers, 55 feet below water; 47,000 barrels of cement, 81,000,000 pounds of stone, 45,000,000 pounds of sand and 1,400,000 pounds of reinforcing steel used in construction; contains 34,600 cubic yards of concrete.

The actual cost of the entire Central Bridge project, as it stands today, may be found in the following table:

Main bridge construction	\$632,424.31
Land damages, including money paid to experts on investigation and hearing	519,057.01
Supervising engineer	46,177.19
City inspection engineer	9,290.71
Preliminary work	15,000.00
	<hr/>
	\$1,221,949.22
South Canal Bridge construction, including super- vision	\$ 48,928.11
North Canal Bridge construction	122,818.98
	<hr/>
Total cost of Central Bridge with Canal Bridge approaches	\$1,393,696.31
Less amounts paid by county and Essex Company toward cost	140,000.00
	<hr/>
Actual cost of project to city	\$1,253,696.31

Some day suitable highway approaches to the bridge will be laid out by the city. It is estimated that about \$200,000 will cover this expense, including property damages.

LAWRENCE BAR ASSOCIATION

THE Lawrence Bar Association represents the law fraternity of the city. Some of the keenest legal minds in the State have been and are still identified with the organization. It has furnished four judges of the Superior Court, Judges Edgar J. Sherman, Charles U. Bell, Charles A. DeCourcy and Louis S. Cox. Judge DeCourcy, until the time of his death, August 22, 1924, also served for a number of years as a justice of the Supreme Court of Massachusetts. The association has provided a judge of Probate Court, Judge Harry R. Dow. Members of it have been prominent in municipal, county, state and national affairs, as well as in the courts of law.

Although there has been an organization, of some kind, of local members of the bar since about the beginning of the city, it was not until January 11, 1905, that the present incorporated association was organized. This organization was brought about by a movement for a suitable law library in Lawrence, the need of which was felt by the local fraternity. The association has been instrumental in having established at the County Court House one of the finest law libraries in the State, for the upkeep of which the County of Essex contributes a certain sum each year.

The first officers of the incorporated association were: President, William S. Knox; vice president, William J. Bradley; treasurer, John P. Kane; secretary, John C. Sanborn, Jr.; executive committee, Newton P. Frye, Harry R. Dow and John J. Donovan. In 1923 it had a membership of 90, including men reputedly well versed in every branch of law.

Lawrence has always had big men in the law profession. Among the outstanding figures, and who are still remembered for their accomplishments, were John K. Tarbox who had served as Mayor, member of Congress and insurance commissioner; Elbridge T. Burley who had a state-wide reputation as a lawyer, and especially in the later years of his career as an authority on the law of wills; William S. Knox, a notable criminal lawyer, who for eight years represented this district in Congress; Col. John P. Sweeney, one of the most notable lawyers in Massachusetts, who at this writing is still with us; and then, there was Daniel Saunders, who passed away April 19, 1917, at the ripe old age of 96 years. Mr. Saunders at the time of his death was the oldest living alumnus of Harvard Law School. He was a man of wonderful vitality, and his keen mind stayed with him to the last. He practiced up to the time of the illness which resulted in his death.

SOCIAL AND FRATERNAL ORGANIZATIONS

PROBABLY no city of its size in the country has more social, fraternal and such organizations than Lawrence. There are over three hundred of these societies or clubs which are a prominent factor in the life of the city. Many of them hold valuable realty and are established in their own buildings.

The first fraternal organization here was United Brothers Lodge of the Independent Order of Odd Fellows, which was instituted May 28, 1847, in the building on the southeast corner of Hampshire and Common Streets. It is the parent lodge of Odd Fellows in Lawrence. The members held meetings in that hall for several years, after which they removed to larger quarters on the north side of Essex Street about midway between Lawrence and Pemberton Streets. Here the lodge was located until the completion of the Odd Fellows Building in 1874. The organization has had a steady, healthy growth. Today it is one of the most firmly established of the several branches of the order in the city.

Another early fraternal organization was Grecian Lodge of Masons. It was chartered December 14, 1825, to be held in Methuen. It continued there until 1838 when the charter was surrendered to the grand lodge. After the incorporation of the Town of Lawrence, several of the old members petitioned the grand lodge for a restoration of the charter, which petition was granted December 27, 1847. Its first meetings were held in a hall at the corner of Essex and Amesbury Streets. In 1872 it moved, with all the other Masonic bodies, to the Saunders Block, where it remained until the completion of the new and imposing Masonic Temple in 1923.

Lawrence Encampment, Independent Order of Odd Fellows, was also here before the incorporation of the city. It was instituted March 15, 1853, and existed until July 1, 1857, when, for the lack of support, it surrendered its charter. The encampment was reinstituted October 15, 1874. Its growth at first was slow, but it is now a flourishing branch of the order.

Today there are 96 secret or strictly fraternal organizations, representing 37 distinct orders, in Lawrence. There are nearly 200 social and various other kinds of organizations which are active in the social, moral, intellectual and physical welfare of the community. Besides these, there are 50 labor unions with a total membership of 11,812. Every nationality and creed have their representative societies, although the greater number of the organizations have no distinction as to race or sect.

FALL OF THE PEMBERTON MILL

WE of this generation have had our trials, but they are as nothing compared to those of the early residents of Lawrence who experienced the shock of the most dire calamity that has ever befallen the city — the fall of the Pemberton Mill. Coming in all its appalling magnitude just as the city was recovering from the stagnation following the crisis of 1857, it fell upon the community with terrible and crushing force.

To fully understand the gloom into which Lawrence was plunged, those living in the flush times of today must remember that the three years, 1857, 1858 and 1859, immediately preceding this calamity, had been years of financial depression. Lawrence had suffered in common with, but more than, other localities.

The Bay State Mills, then the largest woolen industry in the country, had failed and ceased operations. The great stone machine shop building (now part of the Everett Mills) was silent and deserted. The Pacific Mills were in the experimental stage, struggling to survive; there were rumors of failure or stoppage of all work at the Atlantic Cotton Mills, and of actual closing at the Pemberton Mill. Building had almost entirely ceased; the population had decreased fifteen per cent and valuation had shrunk from former figures; real estate was for sale at ruinous prices. Only when the great demand for manufactured goods, growing out of the War of the Rebellion, came, with the prosperous years that followed, did the city fully recover lost ground and start upon a progressive course that has had no serious setback.

The Pemberton Mill was built in 1853 by the Essex Company for a manufacturing corporation of which John Pickering Putnam was the managing director. It was constructed in accordance with plans made by Capt. Charles H. Bigelow, the architect and engineer, and the work was superintended by him and his assistants. It was one of the most light-some, most attractive, and apparently most substantial structures in the city. It had been in continuous operation, except during the financial depression of 1857–1859, and early in 1859 had been purchased by David Nevins of Methuen and George Howe of Boston, who paid \$325,000 for the plant which had originally cost about \$840,000.

Under their management the mill had again been put in operation and there were some signs of prosperity, when on the tenth of January, 1860, shortly before five o'clock in the afternoon, while the machinery was in motion, without a moment's warning, the whole structure trembled, tottered and fell, burying beneath its shapeless, broken ruins the mass of humanity teeming within its walls. There went down amid that pile of brick, mortar, timbers and broken machinery, 670 men, women and children.

The tidings flew like wildfire throughout the city and immediately a sturdy corps of volunteer mechanics and workers of every occupation covered the ruins, clearing away debris and rescuing the trapped operatives.

Had no further calamity occurred the loss of life by this downfall would have been greatly lessened, but, about ten o'clock, just as the rescuers were reaching many of the victims, there was a cry of alarm that appalled the stoutest hearts. A lantern in the hands of a workman was broken by a chance blow from a pickax, wielded by another rescuer, and the ignited fluid fell among inflammable cotton and oily waste that burst into flames, unquenchable by means at hand. Fed by saturated cotton, shattered timber and crude waste, tongues of flame darted like serpents from openings in the huge smoking ruin.

Firemen labored incessantly to reach and subdue the flames, but so completely were the layers of broken machinery covered by the bent and twisted floors that it was well-nigh impossible to effectively reach the spaces where many living employees were pinned among broken fragments of machinery, shafting and material in process of manufacture. Between these layers of flooring there was a draught that fanned relentless flames creeping through every aperture and space and destroying all hope of escape for imprisoned sufferers.

The scene, lighted by bonfires and the flames from the burning mass, in the smoke that hung about it, was weird, awe-inspiring and indescribable. All about the streets, from every available outlook, an excited, hushed crowd gathered from the homes of the city and from the country about, looking on, filled with fear and foreboding.

There were 918 persons employed by the corporation, but of these nearly one-third were at work in outbuildings or in the yard and were, therefore, out of danger. Of the 670 persons in the mill when it fell, 307 escaped unhurt, 88 were killed, 116 badly injured and 159 slightly injured. It seemed almost miraculous that such a large percentage of employees escaped with their lives.

The old City Hall was transformed into a hospital and morgue for the wounded and dead by order of Hon. Daniel Saunders, Jr., who was Mayor at the time, and the physicians of the city, as well as those of neighboring towns, volunteered their services and labored untiringly for the relief of the sufferers. The scene at the City Hall was one long to be remembered. Here the wounded were cared for during the night and the dead were carried for identification. At one time there were 54 wounded patients in the hall, and the services rendered by many women, not only there but in the homes of the sufferers, were invaluable. The heart-rending pathos witnessed in the identification of the dead can be left to the imagination.

The calamity stirred the charitable impulses and awakened the sympathy of an entire country. A relief committee was organized, of

which Mayor Saunders was chairman and Hon. Charles S. Storrow was treasurer, and by every mail came such a flood of unsolicited contributions that it was soon deemed advisable by official notification to stay the generosity of the givers who were anxious to assist in alleviating the suffering caused by the disaster.

All movements for the relief of the injured, the care of and wise and just distribution of money and supplies contributed by the charitable, were carried out with surprising promptitude. Scarcely had the first shock subsided when the machinery for rendering all possible relief was fully in operation. In the work of bringing order out of the chaos Hon. Daniel Saunders, Jr., the Mayor, was a most competent leader. The committee of relief comprised Hon. Daniel Saunders, Jr., Charles S. Storrow, Henry K. Oliver, William C. Chapin and John C. Hoadley. The district inspectors were Sylvester A. Furbush, J. Q. A. Batchelder, Edward P. Poor, William D. Joplin, Henry Withington, Elbridge Weston and Daniel Saunders, Sr. They constantly conferred with the committee, giving assistance and confining aid to deserving and proper cases.

The total amount of the contributions received was \$65,834.67 and of this sum \$51,834.67 was disbursed in aid of the sufferers and for funeral, medical and other expenses and the \$14,000 remaining was invested for annuities in trust in the Massachusetts Hospital Life Insurance Company. The larger part of this trust fund has been expended for the relief of more cases needing continuous aid. The trustees employed Pardon Armington, afterwards Mayor of the city, as clerk of this relief committee, and he made accurate and complete records of the receipts, disbursements and doings of the faithful trustees.

Four days after the catastrophe Mayor Saunders issued a proclamation appointing a day for fasting and prayer and calling upon the people to abstain from labor and to hold religious services in the various churches. The propriety of the call was acknowledged by the people and never was a fast day so universally observed in the city.

A jury was summoned by Dr. William D. Lamb, who was then the coroner, and after hearing the evidence of eyewitnesses and experts found that the cast-iron pillars used for supporting the several floors of the building were weak on account of defective casting. It was agreed that this was the cause of the terrible disaster.

It was the recollection of eyewitnesses that the roof of the mill first sank at the southerly end and the whole roof, freeing itself from wall supports, came crashing down upon the floor below. The great weight and force of the falling roof carried down the upper floor with all the load of machinery and nothing could withstand the descending mass from this point, through all the stories, until the solid earth was reached. Every timber acted as a lever to tilt and crush the walls. The collapse of the main building was utterly complete and can be conceived of only by those who saw the ruin as it lay. The wall of the northerly end was

LIST OF DEAD

The killed and fatally injured (death resulting very soon) were as follows:

Adolph, William	Hollifield, Bernard
Ahern, Ellen	Hurley, Joanna
Ashworth, Augusta	Hughes, Martin
Bailey, Joseph	Hughes, John
Bannan, Mary Ann	Jewett, Mary
Barrett, Mary	Jordan, William
Branch, Lafayette	Kelly, Bridget
Broder, Bridget	Kelleher, Catharine
Brennan, Owen	Kimball, Elizabeth R.
Burke, Mary	Leonard, Dennis
Callahan, Mary	Loughrey, Bridget
Callahan, Peter	Lunney, Richard
Callahan, Hannah	Mahoney, Ellen
Cain, William	Martin, Asenath P.
Clarke, Catherine	McAleer, Margaret
Colbert, Ellen	McCann, Mary
Conner, Ellen	McNabb, John
Connors, Catherine	Metcalf, William
Corcoran, Margaret	Midgeley, Richard
Coleman, Margaret	Molineux, Hannah
Cooney, Catherine	Murphy, Alice
Cronan, Joanna	Murphy, Mary
Crosby, Bridget	Nash, Orin C.
Crosby, Irene	Nice, Mary
Cullen, Alice	O'Brien, Michael
Culloten, Mary	O'Connor, Patrick
Dearborne, John C.	O'Hearne, Jeremiah
Dineen, Ellen	Orr, Eliza
Donnelly, Margaret	Palmer, Morris E.
Dunn, Elizabeth	Roach, Ellen
Fallon, Margaret	Roberts, Julia
Flint, Lizzie D.	Rolfe, Samuel J.
Foley, Margaret	Ryan, Matthew C.
Gallan, Bridget	Ryan, Bridget
Gilson, Lorinda	Ryan, Mary
Griffin, Mary	Shea, Hannah
Hamilton, Margaret	Smith, Maggie J.
Harty, James	Stevens, Celia A.
Harrigan, Catharine	Sweeney, Catharine
Harold, Dora	Sullivan, Ann
Hannon, Catharine	Sullivan, Margaret
Hickey, Ellen	Thomas, Jane
Hickey, Catharine	Towne, Lizzie
Howard, Mary	Turner, Margaret

Note:—Two employees, Maria Hall and Augusta L. Sampson, were crippled for life and received life annuities.

thrown outward, a portion falling upon the ice that covered the canal. The upper floors, as they lay in ruin, overhung the lower at the north end toward the canal. Measuring from outside, the building had been 284 feet in length and 84 feet in width.

The wing building at the northerly end (60x37 feet dimension), of the same height as the main mill, five stories, did not fall with the main structure. In this wing were the countingroom, cloth room and offices. There were also several low, detached buildings, as the dyehouse, picker house, cotton house, etc. The chimney at the south end remained standing with some crumbling walls attached. Only the main building fell.

Of the dead bodies removed from the ruins 13 were mutilated beyond recognition, and the remains were buried in a lot in Bellevue Cemetery, over which was erected a plain granite monument, with the inscription: "In memory of the unrecognized dead who were killed by the fall of the Pemberton Mill, January 10, 1860."

The present Pemberton Mills occupy the site of the old plant. Immediately after the calamity a new company, with David Nevins, George Blackburn and Eben Sutton as controlling owners and directors, organized as "The Pemberton Company," and rebuilt the works on the old foundations, commencing operations anew in 1861. Since that time they and their successors have continuously operated the mills at a profit. At the time of the disaster Frederick E. Clarke was the paymaster and cashier for the corporation. John E. Chase was the agent.

THE LAWRENCE CYCLONE

ABOUT nine-fifteen o'clock on a Saturday morning, July 26, 1890, a whirlwind swept over the whole length of the southern ward of the city, Ward Six, or South Lawrence, killing eight persons, injuring 65 and causing damage to property to the amount of approximately \$45,000.

The tornado swooped down from the west at a velocity of a mile a minute. The morning had been oppressively hot, and shortly before nine o'clock a furious rainstorm set in. Just as the rain ceased falling a black funnel-shaped cloud was seen approaching. It was high above Andover Street and near West Parish Road. It descended straight down on the Cricket Club grounds, a fenced enclosure of several acres in what is now known as Carletonville. The entire eight-foot tight board fence was leveled and, except for a short distance on the southwest corner, was thrown outward from the center in every direction.

Farther on the tornado struck two dwellings on Emmet Street. One of these was carried easterly and nearly ruined, and the other was completely demolished. Just east of this the Essex Company's "Old Blue Ledge," an abandoned stone quarry close by the present Wetherbee School, deflected the tornado upward over a thickly populated region in the vicinity of Durham and Newton Streets and the houses escaped with the loss of shingles and a chimney here and there, but little damage being done until Broadway was reached. A portion of the roof of St. Patrick's Church, at the corner of Broadway and Salem Street, was raised from the walls, and the Cutler house nearby was destroyed. The superstructure of the Boston & Maine railroad bridge on Salem Street was bent and twisted. Michael Higgins, a switchman of the railroad, was killed here, and little Helen Cutler was blown from the bridge and also killed.

From this point the progress for some hundred rods or more was across open ground to Springfield Street where the most damage was done to buildings and where the greatest loss of life occurred. Houses were piled in the middle of the street, and large blocks were torn and twisted. Thence the gale swept through South Union Park, uprooting and leveling great trees. Then it struck Portland Street where much damage was done. It spent itself at the entrance of the Shawsheen into the Merrimack River.

The storm had barely passed before the Mayor, Dr. John W. Crawford, was upon the scene of destruction surrounded by other members of the City Government. The Fire Department at once began a careful patrol, and continued it until after all danger of fire bursting from the ruins had disappeared. The Chief of Police and the heads of the Street, Health, and

Public Property Departments were also promptly on hand with a large force of men and teams. Their efforts, with those of the firemen, seconded by hundreds of ready volunteer workers, soon extricated the dead and wounded from the wreck. The wounded were quickly conveyed to the General Hospital and the Orphan Asylum, where they were received by skillful and tender hands and efficiently cared for.

LIST OF DEAD

Elizabeth O'Connell, 32 years

Michael Higgins, 23 years

Mary Lyons, 34 years

Mary Ann O'Connell, 11 years

Annie Collins, 6 years

Elizabeth Collins, 25 years

Hannah Beatty, 8 years

Helen H. Cutler, 10 years

Within an hour after the storm the Mayor and Aldermen had constituted themselves a relief committee and had opened the Packard Schoolhouse as a refuge for the homeless. Here many persons were lodged on Saturday and a few succeeding nights, and here also they were supplied with meals until their homes could be reestablished.

Early in the evening a military guard, consisting of Battery C, Field Artillery, under command of Capt. L. N. Duchesney, and Company F, Ninth Infantry, under Capt. Joseph H. Joubert, was thrown around the wrecked district.

On the following day, Sunday, it was estimated that 50,000 strangers visited the city for the purpose of seeing the ruins. So effective were the measures for keeping order that no arrests were necessary.

On Saturday evening, in response to a suggestion of Mayor Crawford, the Board of Trade held a meeting, at which its president, Franklin Butler, its treasurer, H. L. Sherman, Hon. Charles A. DeCourcy and Rev. Clark Carter, the city missionary, were added to the general committee for the purpose of receiving funds and disbursing relief. The committee included the following: Hon. John W. Crawford, chairman; Fred M. Libbey, Charles T. Main, George B. Elliott, Arthur A. Bailey, Otis Freeman, Jr., and Lewis P. Collins, aldermen; Franklin Butler, Henry L. Sherman and Hon. Charles A. DeCourcy, from the Board of Trade, Rev. Clark Carter, city missionary, and William T. Kimball, city clerk, who was also secretary of the committee. Mr. Sherman served as the fund treasurer.

Throughout Sunday and Monday the work of clearing the wreck was pushed forward under the direction of John Battershill, superintendent of public property, and William S. Marsh, superintendent of streets.

Monday evening a mass meeting was held at City Hall, which was cheered by messages of sympathy and offers of aid from other cities, and at which a large sum of money was subscribed by the citizens.

A committee, comprising Rev. Clark Carter, Rev. Michael T. McManus, pastor of St. Patrick's Church, and Michael F. Collins, was appointed to attend to the immediate needs of the wounded, homeless and destitute. A committee was also selected to estimate the losses on buildings and to grant aid in repairing and rebuilding. Of this committee the Hon. James R. Simpson was chairman, ably supported by John K. Norwood, William R. Pedrick, A. A. Currier and John F. Hogan.

The total amount of the contributions to the relief fund was \$37,560.65. The smallest amount given by any Lawrence party was ten cents and the largest \$500. Lawrence donated \$27,249.35; Boston, \$6,853; Lowell, \$2,090.30; Haverhill, \$1,059; Salem, \$218; Manchester, N. H., \$66, and Worcester, \$25.

The amount of money drawn by the building committee to pay awards was \$29,879.23. The estimated damage was \$37,000, and the actual damage aggregated \$42,000, which includes all money paid out to replace damage done by the cyclone.

TORNADO OF 1910

In the evening of August 4, 1910, Lawrence was again visited by a tornado, which, although not as terrible as the disaster of 1890, was very destructive. Passing through the heart of the city, the storm left a trail of destruction. Trees were uprooted, buildings unroofed, the lives of many were endangered and one young man was seriously injured. Charles A. Mahoney was struck by a falling branch of a tree and knocked from a wagon while driving along the lower end of Oak Street. Although it was the next day before he regained consciousness, he eventually recovered. Probably the greatest havoc was wrought on the Common. Many of the paths were blocked by a tangled mass of uprooted and torn trees. The huge flag pole that stood opposite where the beautiful Shattuck staff is now located, was snapped off at the base like a pipe stem.

INDUSTRIAL UPHEAVAL OF 1912

THE year 1912 goes down into history as an eventful one in the annals of Lawrence, for it had hardly made its advent when there began the great textile strike which was not alone a history-making and history-marking event in Lawrence, but an occurrence in which interest was centered throughout the entire United States if not beyond the confines of this country.

The strike lasted just nine weeks. It actually began on Friday, January 12, 1912, and was formally declared off on Thursday, March 14, of that year, although most of the strikers did not resume work until the following Monday.

It affected directly 27,000 operatives in the Lawrence mills. Its cost has been figured at approximately \$3,000,000, including the loss of wages to the workers, the loss of business to the mills, the extra expense of policing the city and the harm to the general business of the community.

The direct result was an increase in wages ranging upward from five to twenty-five per cent, a modification of the so-called "premium system," and a twenty-five per cent increase in pay for overtime work. Its effect was even broader in scope. Besides the 27,000 operatives in the Lawrence mills, practically all textile workers in New England were given an increase in wages as a result. Conservative figures place the number thus benefiting at 125,000. By the ordinary ratio, accepted in figuring vital statistics, this means that more than 500,000 people had their standard of living raised thereby.

In the way of explanation it might be said that the modification of the "premium system" meant that workers producing more than the required amount of work were allowed a premium or extra compensation every two weeks instead of every four, as was the case prior to the strike. The workers claimed that bad luck with their work during the third or fourth week of the four-week period often nullified the extra work of the first two weeks. The bonus system was in vogue only in the American Woolen Company's and Kunhardt Mills, though in the Kunhardt plant it was based on weekly earnings.

The strike was conducted by an organization known as the Industrial Workers of the World by methods never before seen in a textile strike in this country and which came in for bitter criticism. The regular police force was not sufficient to handle the mobs. Assistance was rendered by the Metropolitan Park police department and enough special officers were sworn in to increase the force from 84 to 200. The aid of the State militia was invoked, and in all 56 military companies saw service in Law-

rence during the progress of the strike. The maximum number on duty at one time was 25 companies, averaging about 55 per company.

The enforcement of the 54-hour law, with its attendant loss of two hours' pay per week, was attributed as the cause of the whole trouble. The measure prohibited women and children from working in the mills

FACTS OF STRIKE IN NUTSHELL

Began January 12, 1912.

Lasted 63 days.

Twenty-seven thousand operatives involved.

Cause: Reduction in pay with enforcement of new 54-hour law.

Two regiments of infantry, two troops of cavalry, besides Metropolitan Park police, assisted augmented Lawrence police force in preserving order.

Anna LoPezzi and John Remi slain in clashes between strikers and police and strikers and militia.

Joseph J. Ettor and Arturo Giovannitti, strike leaders, arrested on charge of being accessories before the fact to the slaying of Anna LoPezzi. After jury trial both acquitted.

Parties of children sent to New York, Philadelphia and Barre, Vt., for care until the close of strike. One group stopped by police and several arrests made.

Investigation by Congressional Committee, the United States Attorney General, the Federal Bureau of Labor, a committee of the State Legislature and the Attorney General of the State.

Cost to mills, estimated at nearly \$1,000,000.

Estimated loss of wages to employees, \$1,350,000.

Estimated cost of maintaining regular and special police by the city, \$75,000.

Estimated cost to State in maintaining militia, \$200,000.

Relief funds sent in from all over the country, approximately \$65,000.

More than 2,500 persons cared for daily during period of strike.

Forty-five thousand dollars collected by I. W. W. — Leaders of that organization accused of mismanagement and misuse of funds.

Estimated number of arrests, 500, of whom about one-half paid fines ranging from \$1 to \$100.

Strike ended March 14, 1912.

Concessions of mills, 5 to 25 per cent increases in wages.

Wage advance spread over New England. A general increase of 5 to 7 per cent.

Estimated cost to 1,500 textile manufacturers, \$5,000,000 a year.

more than 54 hours a week. But as the work of the women and children feeds the work done by the men the new law meant a reduction of two hours in the week's working schedule and, while the wages per hour were not changed, the amount of compensation received by the workers under the 54-hour law was less than under the 56-hour law.

The workers demanded that they receive the same wages regardless of the change in the schedule of hours and when the first pay day arrived

following the date that the 54-hour law went into effect they resented the reduction, as they saw fit to regard it, and the trouble started. This was on January 11. Five hundred weavers and spinners in the Everett, Arlington and Duck Mills were the first to quit their work.

The forerunner of this great industrial conflict was a strike of 50 weavers at the Duck Mill on January 2, owing to a controversy over the new 54-hour law. On Wednesday, January 10, at a mass meeting of Italian mill workers in Ford's Hall, it was voted to go on strike the following Friday. There was, however, the small strike on Thursday, January 11, forecasting the greater movement the next day when the storm broke which plunged Lawrence into a turmoil of strife, such as had never before been witnessed in its history.

Friday morning, January 12, snow began falling at 7.30 and through the whirling whiteness ran the constantly growing crowd of strikers. It started from the Washington Mills with 500 and by ten a.m. had 12,000 people out of the mills and the riot call sounding for the police. The mob marched over Union Street and entered the Wood Worsted Mills. Weapons were brandished, belts were thrown off, obstacles were hurled into the machinery and workers were actually driven from the mills. Next the army of strikers went to the Ayer Mills to get the workers out. Here occurred the first clash with the police, who were under command of Assistant City Marshal Samuel C. Logan. Marching across the Duck Bridge the mob attacked the Duck and Kunhardt Mills, breaking many windows.

The Industrial Workers of the World had a small organization of perhaps 300 in Lawrence, although little or nothing had ever been heard of it until the strike. Immediately its local leaders sent for Joseph J. Ettor, an Italian organizer of that body, and he arrived from New York Saturday morning, addressing a mass meeting in City Hall. He remained as chairman of the strike committee, which was organized on the following Monday, and the real leader of the strike until his arrest on January 30, on the charge of being accessory to the murder of Anna LoPezzi, an Italian woman, who was shot on January 29.

By Saturday night 15,000 of the mill workers of Lawrence were out. On Sunday, January 14, Ettor and the strike committee had a conference with Mayor Michael A. Scanlon and the members of the Board of Aldermen, when the strikers were advised to observe law and order and not invoke trouble or continue the destruction of property. Fearing a further demonstration upon the part of the strikers on the following Monday morning, however, every police officer was ordered to report for duty early and the three local militia organizations, Battery C of the Field Artillery, Company F of the Ninth Infantry and Company L of the Eighth Infantry, were ordered to report at the Amesbury Street Armory.

The next morning, Monday, January 15, there was a clash between the troops and the strikers and there was general disorder. Thirty-five arrests were made. A strikers' parade started in the vicinity of Union

Street and proceeded along Canal Street to the Washington Mills. Here the mill gate was stormed and a number succeeded in getting into the mill where they were arrested. Then the mob moved up street along the canal to the Pacific Mills where they were received with hose streams. After they had been repulsed a crowd armed themselves with sticks from a freight car standing on the north side of the canal and smashed many windows in the Atlantic Mills. Shots were fired from the mob at the mill watchmen, and one rioter was bayoneted, though not fatally, by a member of Company F in an attempt to rush the Atlantic mill gates.

This marked the entrance of the militia into the situation which had got beyond control of the civil authorities. Governor Foss ordered militia companies from other cities in the State to Lawrence, and from that day till several weeks later, when the need of the military was no longer apparent, the iron grip of the soldiery was felt. Cordons of militia were thrown about the mills, and sharpshooters were located in the factory towers as a precaution against prowlers who might get by the line of soldiers. Later a portion of the militia did police duty in the foreign quarters and business section of the city. Col. E. Leroy Sweetser was ordered to take command of the troops in Lawrence. Police from numerous other cities and towns were also brought in to reinforce the local police.

The City Council members endeavored to bring about a conference between the strikers and the mill men but without success, and all efforts of the State Board of Arbitration to settle the strike were futile.

On Wednesday, January 17, there was another clash between the strikers and the militia, when the former tried to go into the mill district from which they had been ordered to keep out. In fact, hardly a day passed without a mix-up between the strikers and the police or militia. The troubles between the two sides grew constantly.

On January 20, the discovery of dynamite in three buildings on the "plains" gave rise to rumors of a plot to blow up the mills. It later developed, however, that the explosive was "planted." An attempt was made to prove that the "plant" was the result of a conspiracy to discredit the strikers, but a trial in the courts failed to show that the mill operators were connected with it.

On the morning of January 29, at the mill-opening time, before daylight, hundreds of windows were smashed in the trolley cars bringing the people to work. This took place on Essex Street, east of Jackson Street, and on Broadway. Many were driven from the cars and forced back to their homes by threats of the strikers. The police were unable to cope with the situation. That same night a big crowd assembled in the vicinity of Garden, Union and Haverhill Streets and attempted to parade through Union Street. The police interfered and numerous shots were exchanged. Anna LoPezzi, an Italian woman, who was in the vicinity, was shot and instantly killed. During the mêlée Police Officer Oscar Benoit was seriously, though not fatally, stabbed in the back.

Ettor and Arturo Giovannitti, another Italian leader in the I. W. W. movement, were arrested on the following night, charged with being accessories to the alleged murder of the LoPezzi woman. It was claimed by the authorities that they had incited the crowd by alleged incendiary speeches and were responsible for the rioting. They were indicted by the Essex County grand jury but after a lengthy trial, which aroused interest even outside the country, they were acquitted. William D. Haywood, who was accused, but acquitted, of being implicated in the murder of Governor Steunenberg of Idaho in February, 1906, when the latter was killed by a bomb during the big miners' strike at that time, Carlo Tresca and Elizabeth Gurley-Flynn, who afterwards were arrested in connection with strike rioting in Paterson, N. J., were also identified as leaders in the Lawrence strike. Haywood took charge following Ettor's arrest.

An outstanding feature of the presence of the soldiers in the city, which reflected a great deal of credit upon Colonel Sweetser, his officers and men, was that, notwithstanding the ugly demeanor of the strikers and the fact that many of them were armed, only one life was sacrificed in the clashes between the soldiers and the strikers.

On Tuesday morning, January 30, John Remi, aged 18 years, was fatally bayoneted on White Street when about 200 strikers, mostly Syrians, attempted to hold a parade. Company H of Salem was stationed there and one of the soldiers ran his bayonet through Remi's lung in a charge on the mob which had defied the militia.

In the midst of all the excitement of the strike, on the night of February 2, the city was plunged into a frenzy of fear by the discovery of one of the most sensational murders in police annals. Four persons were found dead in a tenement on Valley Street, with innumerable knife wounds in their bodies. The murderer was never apprehended, although the crime was committed when the city was practically under martial law. It is believed that the motive was robbery, Shaef Maroon, 26, one of the victims, having drawn \$485 from the Essex Savings Bank a few days before. The theory is that he was lured to the death house and slain, the murderer disposing of the other three victims to remove all witnesses of the crime. Besides Maroon, Joseph Savaria, 23, his wife, Mary, 18, and Evelyn Denis, born Tanguay, were killed by the mysterious assassin. Fortunately, there was no connection between the murder and the strike, and the terror of its revelation in the public mind was soon allayed. In a few days the murder was overshadowed by the deeper interest in the strike.

Further complications arose when the strikers attempted to send some of their children away to other cities to be cared for, which move the authorities believed to be for the purpose of exploitation. Special trains were engaged and the incident was attended with quite a demonstration on the part of the strikers. Capt. John J. Sullivan, who had relieved City Marshal James T. O'Sullivan as head of the police department, interrupted the procedure when on Saturday, February 24, he sent

a number of officers to the North Station and caused 15 children with their parents to be taken to the police station. This interruption put a stop to the sending away of children, but it also resulted in Congress ordering Attorney General Wickersham to make an investigation. The entire affair was aired in Washington where Alderman Cornelius F. Lynch, who was director of the Department of Public Safety, including the police department, and Captain Sullivan, were called to explain the situation. Besides this investigation, there were at different times during the strike inquiries into the phases of the controversy by the Federal Bureau of Labor, a committee of the State Legislature and the attorney-general of the State.

The last serious clash between the strikers and the authorities occurred on February 26. Before sunrise that morning there was a sharp encounter at the lower end of Common Street between the police and men supposed to be strikers. There were 25 to 30 shots exchanged. One man, an Italian, was wounded in the shoulder.

During the strike relief funds were received from all over the country, approximately \$65,000. More than 2,500 persons were cared for daily. A well-organized relief station was maintained by the American Federation of Labor, where food, clothing and fuel were distributed to the needy.

Funds to the amount of \$45,000 were received by the I. W. W. Shortly before the close of the strike, leaders of that organization were accused of mismanagement and misuse of these funds. Legal proceedings were instituted to obtain information as to the manner in which the funds were handled. The investigation dragged along with many delays, but finally the Supreme Court found that certain funds were improperly used and the defendants were ordered to make a proper accounting of the same.

AFTERMATH OF THE STRIKE

DURING the big textile strike of 1912 Lawrence was infested by a stream of free-lance investigators, sociological cranks and so-called "sob" writers, the last mentioned doing the city much harm by the way of misrepresentation in distorted newspaper and magazine articles, which continued long after the controversy between the mill operatives and the manufacturers had been adjusted.

To offset this calumny and restore Lawrence's good reputation, a citizen's organization was formed in the fall of 1912 and a campaign of publicity was started to set the city right in the eyes of the nation. The climax of this movement of rehabilitation came in the great patriotic demonstration on October 12 of that year. The motto was "For God and Country," and it was a direct rebuke of the I. W. W.'s sacrilegious slogan, "No God; No Master."

Although March 14 saw the formal close of the strike, it was really several months later before conditions became normal. The leaders of the I. W. W., apparently not content with the concessions from the mills, managed to keep the foreign element in a fitful frame of mind and now and then there were disagreements and walkouts, although nothing very serious occurred until September 27.

On that day a second general strike took place when about 11,000 either walked out of the mills in sympathy with Joseph J. Ettor and Arturo Giovannitti, or were compelled to quit work through fear or the enforced closing of departments. It was claimed at I. W. W. headquarters that this move was without the sanction of the organization, although after it had occurred it was approved. At a mass meeting of the sympathizers it was voted to hold what was termed "a protest strike" of twenty-four hours' duration on the following Monday, as a demonstration in protest of the imprisonment of Ettor and Giovannitti whose trial as alleged accessories to the murder of Anna LoPezzi was scheduled to begin on that morning. Rioting marked this demonstration and operatives were assaulted by strikers on the way to the mills.

On the day preceding, however, Sunday, September 29, a parade was held in direct violation of the permit issued by the police authorities, and the demonstration developed the most disgraceful scenes ever witnessed in Lawrence. Red flags and sacrilegious banners were carried through the city's streets and the Stars and Stripes was trampled on. At the head of the procession rode Carlo Tresca, an I. W. W. leader, and behind him was flaunted a large banner, bearing the inscription, "No God; No Master." Wild scenes followed the attempt of the police to break up the parade and one pistol shot was fired on Lawrence Street directly in

front of the entrance to the police station. Before the demonstration was checked two police officers were severely battered.

This anarchistic outbreak was the death knell of the I. W. W. in Lawrence. Public opinion crystallized and turned with potent force on that organization. The City Council started a movement for a gigantic parade of the loyal, patriotic, law-abiding people of Lawrence, to be held on October 12, as a rebuke of the lawless demonstration of September 29, and a citizens' committee coöperated.

A protest meeting against lawlessness was held Thursday evening, October 3, in City Hall. Men and women of all classes and creeds, all imbued alike with patriotic fervor and the desire for peace and security, cheered the speakers till the hall rang. The sentiment spread through the city and the interest in the proposed flag demonstration became feverish. The city took on a gala dress, and as the day approached Lawrence was a mass of national colors.

On October 12, Flag Day, as it came to be called, Lawrence had a new breath of life and patriotism. With no flag but the Stars and Stripes to be seen anywhere along the line of march and every parader carrying the national emblem, 32,000 people from all walks of life, men, women and children, marched through the streets amidst patriotic airs from countless bands and the cheers from the thousands of spectators who lined the route of procession. The parade ended on the Common, where flag-raising exercises were held.

The men who flaunted red flags in their parade of anarchy a week or so before did a thing for Lawrence which the citizens of the city had not been able to do for months. It aroused them to a sense of their dignity. It stirred the civic pride in them and, as a result, the community was thrilled anew with patriotism, and the anarchistic spirit which had stifled it was stamped out. This was the end of the detrimental influence of the I. W. W. It was crushed so completely that it never again became manifest.

The committee on parade for the Flag Day demonstration comprised: Mayor Michael A. Scanlon, Aldermen Cornelius F. Lynch, Paul Hannagan, Robert S. Maloney and Michael S. O'Brien; Gen. W. H. Donovan (chief marshal of the parade), Charles E. Bradley, Leonard E. Bennink, Michael J. Sullivan, Capt. Louis S. Cox of Battery C, Field Artillery, Capt. Daniel C. Smith of Company L, Eighth Regiment, Capt. Martin Foley of Company F, Ninth Regiment, Major Frank L. Donovan, Major Charles F. Sargent.

The work of rehabilitation began with the organization of the Citizens' Association. Approximately 5,000 citizens enrolled themselves as members. A comprehensive campaign of publicity was launched, and the true facts about Lawrence and the strike were placed in the hands of every newspaper editor in the country. Thus Lawrence's good reputation was to a great extent restored.

The committee on publicity which had direct charge of this work comprised: A. X. Dooley, chairman; E. J. Wade, secretary; Mayor M. A. Scanlon, Rev. James T. O'Reilly, C. J. Corcoran, L. E. Bennink, A. B. Sutherland, R. H. Sugatt, F. N. Chandler, K. G. Colby, A. H. Rogers, W. S. Jewett, the last three mentioned being publishers of the city's daily newspapers.

These were the officers of the Citizens' Association: President, Charles E. Bradley; secretary, Edward J. Wade; treasurer, Cornelius J. Corcoran. Vice presidents: Michael J. Sullivan, Thorndike D. Howe, Emil C. Stiegler, Robert F. Pickels, James L. Rolley, Richard Carden, Narcisse E. Miville, Simeon Viger, John F. Hogan, William T. Kimball. Executive Committee: Frederic N. Chandler, A. X. Dooley, Alvin Hofmann, James H. Bride, Harry B. Musk, Otto Mueller, R. H. Sugatt, L. E. Bennink, James R. Menzie, Maynard W. Stevenson, John P. Kane, James Martin, Rev. James T. O'Reilly, Peter Carr, Rudolph Bernard, John Hart, William S. Jewett, Arthur O'Mahoney, Frank L. Donovan, Joseph White, Dr. J. J. Bartley, George Hey, Thomas E. Andrew, Maurice Cooper, Alexander H. Rogers, Andrew B. Sutherland, John Daley, James A. Dineen, Samuel Lemay, Joseph McCarthy, Fred F. Flynn, Michael P. Fleming, William Greenwood.



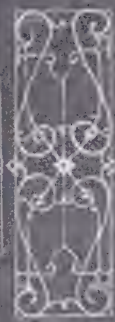
THE CITY OF LAWRENCE



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HISTORICAL REMNANTS

LAFAYETTE'S VISIT

A NOTABLE event in the pioneer days was the visit of General Lafayette, who, on June 20, 1825, passed through this section on his way from Boston to Concord, N. H. The general left Boston at nine o'clock in the morning with his suite, riding in an open barouche, drawn by four white horses. The route taken was through Charlestown, Medford, Reading, Andover, through the present Lawrence, and Methuen. He was met at the Andover line by a company of cavalry and escorted to Seminary Hill, where the venerable Mr. Kneeland welcomed the honored guest. Several military companies here joined the cavalry and escorted him to Taylor's Hotel, where he was welcomed by the faculty of the Seminary. About two p.m. the distinguished party passed over Andover Bridge, now Broadway Bridge, in Lawrence, escorted by the Andover cavalry. At Methuen there was a welcome by the local militia and by one of the general's old light infantry soldiers, several of whom met him upon the route. At three p.m., at the State line, the cavalry delivered the general to the staff of Governor Morrill of New Hampshire, the Granite State party arriving safely in Concord with their distinguished guest early the same evening. The only halt in Lawrence was to water the fine blooded horses at the Shawsheen Corner well, and a short rest upon the old bridge where the picturesque rapids and pleasant scene attracted the attention of the noble Frenchman. All along the route the people from the country about gathered to give welcome to Lafayette.

THE SHAWSHEEN PIGEON

The wild pigeon does not come directly into local life, but in the olden days, before Lawrence of today was dreamed of, the light lands of Shawsheen Fields were extensive rye fields, and pigeons came in great flocks from far and near. The snaring and netting of this game became an occupation for old-time farmers of the region. The market for these birds was at Boston and Salem, and the Shawsheen pigeon was considered a dainty dish in those days.

A CORPORATION WITH A SOUL

Some people say that corporations have no souls, but this could have hardly applied to the oldest business corporation in this locality, the "Proprietors of Andover Bridge." At one time the directors voted to allow all going from Andover to Methuen to church on Sunday to pass free of toll. The toll man was surprised at the religious interest attracting the Andover people to the north bank, but on inquiry could learn of no

special awakening. Feeling that their liberality had been abused, they then voted to allow only those known to the toll man as church goers to pass free. This involved that official in dispute as to religious habits of travelers, and it was finally voted to charge saints and sinners alike, both Sundays and week days. The record shows, however, that the directors voted for several years to allow Adolphus Durant, Esq., with his family to go from Methuen to Andover to church free of toll. They also gave the Reverend Dr. George Packard, the first rector of Grace Church, free use of the bridge in his journeys to and from the parish.

AN OLD-TIME DRINK

Before lager beer had become a New England beverage, "Flip" was an old-time drink, compounded of new rum and lemons (now civilized into punch). It was a favorite of the pioneers. Poor's Tavern and the Essex House, at Shawsheen Corner, retailed great quantities of this beverage, for there gathered the merry-makers from a wide circle of the country. A glass of flip sold for fourpence-ha'penny, a mug of ample size for ninepence and a full bowl of the fluid cost a shilling. New rum, the liquid base of the mixture, cost only twenty-seven cents per gallon at the Newburyport distillery. There was substantial proof in the compounding and sale of this liquor by the glass, mug or bowl. On festive occasions, like military musters, trainings, election gatherings and horse races, flip was sometimes mixed in open rum barrels sawed in half; boys with pestles mashed the lemons, earning six to twelve cents per day.

PIONEER RACE TRACK

The old Turnpike, from the rise at Shattuck Street, near the Falls Bridge, southward to Phillips Hill, was four rods wide without sidewalks; this gave room for four parallel tracks or roadways and chance for races by "nags" of every gait, four abreast, with every kind of mount. On festival or public days the scene was an animated one. There were no elaborate rules and all sorts of horses and farm jockeys took part. There was little betting of money but a great deal of bragging, disputing and drinking. Wrestling was also a popular pastime. Saturday afternoon seems to have been the time when nearly all farmers and workers took a half day off and found Shawsheen Corner a place for games and great jollity.

JUNKETING IN THE OLD DAYS

Junketing is not a modern custom. The proprietors of the old Andover Bridge found solace at the Shawsheen Corner taverns where their meetings were held. In the season of 1802, Benjamin Ames, the innkeeper at the old Essex House, charged 21 suppers, 19 pints of gin, 4½ mugs of toddy and 4 "beals of punch," with a liberal supply of brandy. The corporation paid 8 pounds, 14 shillings and one penny for these

sustaining supplies. The great bill of liquors came when, in the summer of 1802, they rebuilt the bridge. John and Henry Poor, innkeepers at the Shawsheen, supplied the workmen with 111 gallons of New England and West India rum, and 142 pounds of sugar for sweetening. The charge was made in many items, and \$142 was paid out of the company's treasury therefor. No toddy or punch was supplied to laborers; they took rum straight or went dry. Laborers and mechanics then received 67 cents to \$1.00 per day; a yoke of oxen could be hired for 84 cents per day. A night's lodging at the old Shawsheen tavern appears, from old bills, to have cost the traveler eight cents; a generous dinner, 25 cents; a week's board, \$1.84.

AN INCONSISTENT REFORMER

There was trouble about the toll men at the Andover Bridge selling rum in the early days. A substantial citizen filed a remonstrance, stating that he sold the land on which the toll house stood with the understanding that grog should never be sold thereon, and that said toll house was a flourishing grog shop. In reading this protest one admires this old pioneer temperance reformer for a moment, but loses faith in him when reading further on in his complaint where he states that by reason of such sale his own business as a seller of grog at the corner, half a mile beyond, had been ruined, and he had been compelled to close his house of entertainment. The proprietors appointed a committee to secure a toll man who would not sell grog.

COMING OF THE POTATO

It seems that the Irish laborers who occupied the shanties on the south bank of the river, when the dam was being built, were not the first to introduce the potato in Lawrence territory. In 1719 some Scotch-Irish immigrants landed in Boston, came to Andover and stayed there some months, while waiting for their party to proceed to Londonderry to make a settlement. They are accredited with the introduction of the potato in this locality.

THE STEVENS PIANO CASE FACTORY

In the early-history chapters reference has been made to the old Stevens Piano Case Factory which had occupied a part of the site of the Arlington Mills. The first town directory, issued in June, 1848, had this to say about that pioneer manufactory in Lawrence: "The most important branch of manufactures at present in operation here may be reckoned the pianoforte business of Messrs. Abiel Stevens & Sons, on the Spicket. Their front building or workshop is 130 feet long by 33 feet wide, and three stories high. In connection with the plant they have, at considerable expense, put in a force pump with sufficient power to throw water over all the buildings, thus effectually guarding them against destruction by fire. They employ a great many hands, and manufacture annually

for a firm in Boston 750 piano cases, pedals and stools. Their water fall is nine feet, and would indicate a power equal to that of a 30 horse-power engine."

SAUNDERS AND "SAUNDERS' FOLLY"

Daniel Saunders, founder of Lawrence, and to whose sagacity and perseverance, largely, the city owes its existence, was born in Salem, N. H. He learned the business of cloth-dressing and wool-carding in his native town. According to Sarah Loring Bailey in her "Historical Sketches of Early Andover," he came to Andover in 1817 to seek employment, and after working on a farm, entered the mill of Abel and Paschal Abbot, in Andover, where he ultimately obtained an interest in the business, taking a lease of and managing the mill. He later returned to Salem, N. H., at the solicitation of his former employers, to start a woolen mill there. "But, about 1825, he removed to Andover, and settled in the North Parish, for a time leasing the stone mill erected by Dr. Kittredge, and afterward building a mill on a small stream which flows into the Cochichewick. Here he carried on the business of cloth-dressing and wool-carding for some years. In 1839 or 1840 he purchased a mill in Concord, N. H., and carried on manufacturing there, but retained his home in (North) Andover. About 1842 he gave up the woolen mill at (North) Andover. He sold his house to Mr. Sutton, and removed to what is now South Lawrence, Andover West Parish, south of the Merrimack River, near the old 'Shawsheen House.' The tract of country in this vicinity was flat and sandy, covered principally with a growth of pine trees. It went by the name of the Moose Country."

The locality, referred to in Bailey's "Historical Sketches of Andover," was the cross-roads settlement, about where Andover Street now crosses South Broadway. The old brick house, which had been occupied by Daniel Saunders, still stands.

The far-seeing Saunders grasped the possibilities of water-power at Bodwell's Falls in the Merrimack. His fertile mind pictured the industrial advantages of the power of those falls, harnessed to mill wheels. He became so confident of this that he proceeded to buy lands along the river, which secured to him the control of flowage. Then he secured the coöperation of capitalists, to whom he had unfolded his project. Thus it came about that the Merrimack Water Power Association, the parent organization of the Essex Company, was formed, and the foundation of Lawrence was laid. The scheme created a sensation among the farmers who owned most of the land along the river.

The water power company had some difficulty in securing the necessary additional lands, notwithstanding the attractive figures offered. The greatest obstacles in this respect were encountered on the south side of the river. The Andover farmers were much disturbed by the thoughts of what might happen in the spring freshets, and the jarring of the ground about their homes by the blasts at the site of the dam troubled the good

housewives. Their worries grew as the dire predictions of the wiseacres spread. Like all big ideas, treading the unbeaten path, the scheme had plenty of doubters who were loud in their protestations of foolishness. It was frequently referred to as "Saunders' Folly." But the project was too big to be hindered by such criticism, or opposition. The idea which started in the brain of Daniel Saunders grew like magic, and those who scoffed and doubted lived to wonder at its successful establishment. The derisive "Saunders' Folly" sounds foolish to this generation. The so-called folly has turned out to be one of the industrial wonders of the country. Lawrence stands as an imperishable monument to the pluck and perseverance of Daniel Saunders and his associates. Mr. Saunders died in 1872, aged 76 years, having lived many years in the enjoyment of the success of his great idea.

THE OLD FIRE DOG

In the hand-tub days of the Fire Department, every company had its fire dog. These four-footed "laddies" responded as faithfully as the men, and were sometimes of great assistance in the rescue of people from burning buildings. One, old "Jim Syphon," was a dog with a career. His exploits were many, and his happiest moments were when he was dashing ahead of the fire brigade. He had no particular respect for any one but firemen, and died about the time when the glory of the hand-tub began to wane.

THIS IS NO "FISH STORY"

In view of the fact that in the early days fishing was an important occupation of the inhabitants hereabouts, a reference to it may be interesting. It is no "fish story," we are told, in the usual sense but a true record, that Henry Noyes took, at the fishing pools of the river, near Falls Bridge, 20 shad at one dip of the hand net, and that Noyes and partner, on Sunday, June 3, 1850, took 676 shad, worth \$67. It is recorded that, in the early summer of 1851, these old fishermen were taking 2,500 to 3,000 lamprey eels per day below the dam. It is evident that the fisheries of Lawrence have greatly declined in importance. Fishing rights once on the Merrimack had a marketable value and were bought and sold as valuable franchises. In the pioneer days, prior to the dam, the Merrimack abounded in fish and was a popular resort for the dusky fishers of the Indian tribes as well as the early settlers. After the establishment of the town and the starting of the mills, a number of the inhabitants continued to secure a livelihood by fishing on the river. Some of the older residents still remember the remnants of the rude fish wharves that extended along the north bank of the river from the dam to the Essex County Training School.

THE HACKMAN AND THE GIANT

Among the amusing trials in the early court was the civil suit of a hackman against a 700-pound giant, exhibited in old Lawrence Hall. The

hackman sued the exhibitors for breaking down his coach with the unusual load of physical greatness, and there was a counter suit for damage and delay caused by the breakage. Several interesting points of law were raised. Old citizens who remember some of the incidents that occurred in court in the old days have to laugh, for very funny happenings took place there, often to the distress of the dignity of the presiding justice.

FIRST CHOICE AS MAIN STREET

When the Essex Company began operations here, it had considerable difficulty in acquiring lands on the south side of the river. It is said that this was the reason why the company began to build the "new city" on the north side. Salem Street was laid out with the idea of making it the principal business thoroughfare. The original portion of it is still the same width as Essex Street, 80 feet. Being nearer to the railroad, the south side was the more logical location for the business district.

BURSTING OF COFFER DAM

The first accident of unusual seriousness to occur in Lawrence was recorded on October 12, 1847. It was in connection with the building of the Merrimack River Dam. Two men were killed, two seriously injured and three slightly hurt. At the time of this accident about 300 feet of the dam on the south side and 100 feet on the north side of the river was completed, the water meanwhile running through the unfinished space of 500 feet. It became necessary during the progress of the work to shut off the water from this by a coffer dam. The timbers were all in position and supposed to be securely boarded, and workmen were engaged in putting down flashboards. Without warning that portion of the dam upon which they were engaged rose up on the surface of the water and 15 men were carried amid broken timbers by the rush of the flood upon the rocks 25 feet below. L. M. Wright, superintendent of the woodwork, and Captain Charles H. Bigelow, the engineer in charge, were in a scow at the time, and barely escaped with their lives, the latter being badly injured. It was intended to raise the water to a level required to supply the Bay State Mills, then nearing completion.

INTELLECTUALLY TOO FULL

An amusing incident occurred at one of the Franklin Library lectures when Dr. Oliver Wendell Holmes spoke upon the subject of "Audiences." He described the various characters that make up a lecture audience, naming lastly "the man who goes out." He goes out, said the doctor, because he is intellectually full to the extent of his capacity to absorb it; if he remains longer he must necessarily run over, like an overfilled goblet, for the rest of the evening. Just at this point a tall hearer with a bland childlike expression arose, at the very front, and made for the door. The audience cheered him to the echo and he, supposing something interesting

had been said, gravely turned and marched back to his seat, not intending to miss a good thing. For five minutes the audience laughed at what had to be seen to be appreciated, and the jolly doctor lay over the great mahogany desk of the old City Hall stage in a paroxysm of laughter.

OLD COMMON POND

When ground was broken for the original pond on the Common, August 11, 1857, at 7.30 a.m. a company of about 150 persons assembled with teams and spades and made an extensive excavation. General Oliver gave a vigorous speech well spiced with Latin and Shakesperian quotations. There were other speakers, poems, etc., but all took a turn at shovelling out the excavation and were happy. The following October a "Pond Festival" was held at City Hall, to raise money for completing the excavation. Then there were more poems, speeches and music. This pond was curbed and filled the following season (1858) and July 4, 1859, the full force of the old reservoir on Prospect Hill sent a continuous stream into the air from the center pipe to a height of 80 feet, to the great delight of visitors and small boys. For many years the pond was a breeding-place for a mixed species of fish, having the blended characteristics of the goldfish and the hornpout. They were fed and petted by children and visitors and led a lazy and luxurious life that proved enervating and destructive. They died from overfeeding and want of exercise. The luxuriant maple trees that encircle the spot were set in 1862-63 under the direction of Mayor W. H. P. Wright. There was much controversy and some bitterness in consequence of the location of this pond at a point east of the center of the Common. In 1914 the old pond was replaced by the present wading pool.

"BLACK HOUSE" AND "KNOW-NOTHING" RIOTS

In April, 1847, a disturbance occurred at what was termed the "black house," a low resort on Water Street. The row grew out of a report, industriously circulated by a woman, that upon a certain night she saw a certain man knocked down, loaded upon a wheelbarrow, and rolled off into the river. The man referred to chanced for a time to be missing, and great excitement followed upon the supposition that the story was true. Three days later the man returned safe and sound. Indignant that such a report should have grown out of nothing, a crowd assembled and nearly demolished the house. Several arrests were made but the parties were discharged with very light fines.

The riot of 1854 was of far more formidable character. On the one side were arrayed the Irish, commonly referred to in those days as foreigners, and on the other the "Know-Nothing" party. Like the trouble in 1847, that of 1854 was founded wholly upon falsehood. At that it was based on a very meagre matter, but to the receptive minds of blind and eager partisans it was enough. It was reported that an Oak Street Irish-

man had raised the American flag, union down. The "anti-foreigners" paraded the streets with bands and banners in the evening, shouting defiance to the "enemy." Men, since prominent in public office, joined the procession and took part in the fight that followed. On Common Street, between Jackson and Newbury Streets, the opposing forces met, when fists, stones, and even pistols were used. Fortunately, no one was killed, though the house of the man who was said to have raised the flag was badly damaged. The city subsequently paid the bill. When the excitement was over, it developed that a so-called American had unconsciously offered the insult to the flag, it being raised union-down by mistake. As for a lack of respect for the flag among the Irish of the city, all doubt in that direction must have been removed during the War of the Rebellion when a great many of that race from Lawrence died and bled for the Emblem. The names of a number of them may be found on the bronze tablets of the Soldiers' and Sailors' Monument on the Common, martyrs to the country's cause.

THE ORANGE RIOT

The next riotous demonstration in the city, in which there was racial feeling, occurred on July 12, 1875. On that day, the anniversary of the battle of the Boyne was celebrated by the Orangemen of Lawrence by a picnic at Laurel Grove, in which they were joined by delegations from Lowell, Woburn and Arlington. After the picnic the Orangemen belonging here returned to the city on the steamer *City of Lawrence*. They were met at the Water Street landing with jeers and derision from several hundred persons who had assembled there. The Orangemen started down Essex Street, followed by the crowd. Some stones were thrown, and near the Essex House somebody tore a regalia from one of the picnickers. The Orangemen flourished pistols, and for a time serious bloodshed threatened. Those with regalias sought shelter in the police station, and Mayor Tewksbury was sent for. The latter, with a detail of police officers, escorted the Orangemen to the house of the commander of the lodge on Prospect Street. A guard was stationed there and no further disturbance took place. On the way to the house of the Orangemen's leader, however, two of the police officers were hit by stones hurled at them, and somebody in the crowd fired a pistol. The officers returned the fire. About a dozen shots in all were fired. Several persons were slightly injured. Since that time the Orangemen have paraded here, but met with no opposition.

GENERAL OLIVER LOSES COAT TAIL

Lawrence has seen some turbulent elections, but very few that equalled in animation the last meeting of the electors of the town. B. F. Watson led the Democratic hosts. Early in the day, Mr. Watson made some motion intended to give advantage to his party and was declared

out of order. Exasperated at his failure, he planted himself in the way to the polls and in a loud voice announced that "There shall be no voting here today," calling upon his friends to block the passage to the ballot box. The hall was filled with excited men who rushed to the point where Watson was standing. A party fight, on an extended scale, seemed almost unavoidable, when, above the din of angry tumult, the clear, calm voice of William R. Page, chairman of the Selectmen, echoed through the hall: "Gentlemen, you will bring in your votes." Instantly General Oliver, agent of the Atlantic Mills, started, over the heads of the crowd, for the ballot box. After a severe struggle he finally arrived at the object of his aim, minus his coat tail. This incident operated like magic in allaying the disturbance. All parties regarded it as a joke worth laughing at, and order was far more easily restored than the coat tail.

AN IRISH SURPRISE PARTY AND THE NUNS

A story having to do with the hard times of the panic of 1857-59 is worthy of note. In 1859 five nuns of the Notre Dame order had come here from Namur, Belgium, to teach the children of St. Mary's Parochial School, established that year by Rev. James O'Donnell. They were housed in an old wooden building that had occupied the site of the present girls' school. In those days nearly every Irish settler had his potato patch, and these gardens helped greatly in tiding them over the depression. It was characteristic of these old Irish residents to be mindful of the needs of the good Sisters, and when the harvest was gathered in the fall of 1859 a number of them proceeded to give the nuns a pleasant surprise. The surprise party was a success, but it also gave the nuns a fright. It seems that an attempt was made to quietly put a load of potatoes into the convent cellar at night after the Sisters had retired. All went well until one of the good Samaritans stumbled over an obstacle in the cellar. The nuns were awakened and, needless to say, very much frightened. Finally one of them mustered up enough courage to investigate. When she began to descend the cellar stairs, she was greeted with the remark, "'Tis all right, Sister. We were just putting in a few 'praties' for you." About fifty years later this story was related in California, at the golden anniversary of the coming of the Sisters of Notre Dame (Namur) to America. It goes to show how a good deed will travel, and live.

THE CITY HALL PUMP

In the old days everybody had a well or cistern, but a well today is considered quite a prize, so few are they. Probably the most notable of the old-time pumps and the best remembered by some of us today was the City Hall pump in Pemberton Street. Although the pump was removed some years ago, it is only within a very short time that the well was filled up and the platform removed. It fell a victim to modern ideas of public health preservation. It was a popular resort during the

hot weather. Every warm day this well was pumped dry, for its water was sparkling and refreshing, and in great demand.

MANIA FOR WELLS HITS THE CITY

In the late 60's the advocates of temperance in Lawrence were especially active. Although the State had some kind of prohibitory liquor law, and the city had a liquor agent who dealt out such liquors as were legitimately called for, it is said that there were between 200 and 300 places in the city where intoxicants were sold illegally. Temperance societies flourished proportionately, claiming a total of a thousand adherents. Public meetings, several of them, were held every month in the churches and in the City Hall. The result of these meetings seemed to be the demand that many public wells be sunk throughout the city. One prominent citizen suggested that as many as six to a block were necessary. Dr. Packard, the venerable rector of Grace Church, headed the petition praying that at least two be dug on the Common, and one in Storrow Park. Others wanted wells dug in the cemetery. The City Council did provide some wells in answer to this demand, and those who could imagine themselves satisfied with water had a chance to work a pump handle. The last public pump to disappear was in the city park on Bodwell Street. The State Board of Health diminished the number by condemning most of the wells, but their condemnation did not always close them at once. The people clung to them with great pertinacity and it was with much reluctance in many instances that they were finally given up.

NOTICE TO THE DEAD

In 1859 the following peculiarly worded order passed the City Council: "That Aldermen Bryant and Norris be a committee to prepare a notice to the parties now occupying lots in the cemetery, unpaid for, and to cause such notice to be served on each party, requesting them to call for deeds of such lots and to settle for the same."

GOOD TIME AT CITY'S EXPENSE

In December, 1856, both branches of the City Council voted \$200 of the city's money for a farewell banquet to themselves and their friends to be served in Lawrence Hall. One hundred and fifty plates were to be laid at the price of \$1.25 per plate. Some citizens secured from the Supreme Judicial Court an injunction against this appropriation.

OLD FIRE SIGNAL

August 3, 1868, before the fire-alarm system was installed, the City Council provided that the fire bells should first strike or toll the number of the ward where the fire was, then ring rapidly for twenty seconds, then stop for about twenty seconds, and then repeat the operation continuously so long as the bells should ring. The City Hall bell was only to toll the number of the ward throughout the whole ringing.

SUNDIAL OWNED BY CITY

For some six or seven years the city owned a sundial, although there is no record of its having been used. It was purchased in 1856 by the City Government from the patentee for \$100. During the years that the city had it in its possession it remained in a safe connected with the city clerk's office, no effort having been made to test its value. What eventually became of it we have failed to learn. The dial was eighteen inches in diameter, and was said to be like those sold to the City of Portland and to the several Maine counties.

COMPASS POSTS ON COMMON

On the easterly side of the Common are three stone posts in line, about 200 feet apart, nearly parallel with Jackson Street. These define a true north-and-south line. The needle of the compass, as is quite generally known, points to the magnetic and not to the true north. The variation from the true north is now about twelve degrees, with an increasing variation westerly of about two and one-half minutes annually. These posts are of valuable assistance to nautical and civil engineers who come here to adjust their instruments. The placing of these markers was brought about by Gilbert E. Hood who, as superintendent of schools, sent a communication to the City Council in 1871 stating that the Legislature of 1870 had provided that the county commissioners of each county should by means of stone posts establish a true north-and-south line in one or more places in the county. He represented that the Common was the most suitable place for the establishment of such a line, and that it would be of great advantage to pupils in the High School. Upon petition of the City Council the County Commissioners placed the posts at their present location.

A POLITICAL ORDEAL

The intensity of the rivalry of party lines in municipal politics, before the new city charter wiped out political designations, was well illustrated in a contest for the presidency of the Common Council in 1901. The lower branch of the City Government was evenly divided that year between Republicans and Democrats, and consequently there was much difficulty in making a choice for president. There were 500 ballots taken. The contest started at 7 o'clock in the evening and lasted until after midnight. At 12.25 a.m. City Auditor Richard J. Shea who was clerk of the council could go no further. He was temporarily blinded. An adjournment was taken until the following afternoon, when a compromise was reached whereby William B. Bartley (Democrat) and Charles H. Choate (Republican) divided the term as president, each serving six months. There being 18 members of the Common Council, it required 9,000 calls and notations in calling the roll and recording the vote. It was estimated by the attending physician that the clerk had made 30,000 motions of the eye during the ordeal.

EVOLUTION OF LIGHTING SYSTEM

Before the introduction of electricity and its general adoption by the public, in conjunction with gas, the gas-lighting companies had a keen competitor in kerosene as an illuminant. At that time the city was lighted by both oil and gas lamps, and the service was feeble as compared to the modern lighting system of today. The lamps were few and, consequently, the distribution was such as to make the lights appear as widely separated dots in the blanket of darkness. In time the oil lamps lost their popularity, and gas was used almost universally. The Street Department had charge of the street lighting in those days, and a force of lamplighters was employed to light the lamps and keep the globes clean, while police officers were always provided with matches for the purpose of igniting lamps that had gone out or been overlooked by the lamplighters. The policemen had also the duty of turning off the lights, and at eleven o'clock all lights, except those on the principal streets, were extinguished. The latter burned all night. When the moon shone brightly the lights were not lit, a bit of economy that is not practiced in these days of modern lighting methods. Prowlers, after eleven o'clock, were always in danger of arrest. In 1880 the first electric lights were installed in the city, large arcs being placed on the Common. The Lawrence Electric Light Company had begun to manufacture electricity in the old fish-line mill building of the Essex Company, now a part of the Farwell Bleachery plant, and provided service chiefly for street lighting. This was the beginning of the present extensive system, Lawrence's streets being now lighted by electricity exclusively. The gas works on Marston Street were established in 1848 by the Essex Company, the Bay State Mills and the Atlantic Mills, for the purpose of supplying light to those corporations. In 1849 a number of Boston capitalists bought the works and incorporated the business under the name Lawrence Gas Company.

DISTINGUISHED VISITORS

Lawrence has had many distinguished visitors, among them being, on November 14, 1847, Daniel Webster and his wife; September 8, 1849, Father Theobald Mathew, the distinguished Irish temperance reformer; in 1850, Horace Greeley, the famous journalist, who twenty-five years later lectured at City Hall on observations from his early visits; in February, 1853, Thomas Francis Meagher, the Irish patriot and afterwards a major general in the Union Army; in December, 1856, Senator Thomas H. Benton, for thirty years a member of the United States Senate; in 1860, Stephen A. Douglass, Lincoln's great opponent; in the spring of 1863, Gen. George B. McClellan, famous Union commander, and his wife; in August, 1865, Gen. U. S. Grant, commander-in-chief of the Union Armies, with his family and staff; December 21, 1877, Gen. James Shields; January 16, 1880, Charles Stewart Parnell, the Irish statesman; in 1889, President Harrison; in September, 1896, William J. Bryan, Democratic candi-

date for President and later erstwhile Secretary of State under President Wilson; January 2, 1897, Monsignor Martinelli, apostolic delegate to the United States, from Rome; August 26, 1902, President Roosevelt with members of his Cabinet. In the fall of 1912, during the presidential campaign, Lawrence had the distinction of receiving a President and an ex-President of the United States on the same day. In the morning ex-President Roosevelt, Progressive candidate for President, visited the city, and in the afternoon President Taft, Republican candidate for reelection, came here and addressed a gathering of citizens on the Common. A Chinese embassy, a Japanese embassy, and a company of naval officers and officials representing the Czar of all the Russias, have paid special visits to the city, inspecting the mammoth mills with great interest.

LAWRENCE IN THE WORLD OF SPORTS

Lawrence, through the athletic ability of her native and adopted sons, has been prominent in the world of sports for nearly half a century. The city has produced champions in practically every line of athletics. An invincible Lawrence champion of the early 80's was John Meagher who, at New York, November 29, 1882, won the professional championship of the world for walking (heel and toe). He made records for the one, two, three, four, five, six, seven and eight-mile events, and these records still stood in 1924 for this country. At the time he performed these feats, he also made a record for the greatest distance walked in a stated period. Meagher walked eight miles and 302 yards in one hour. This record also stood unbeaten for the United States in 1924. In the 80's also, John Graham of Lawrence was a sprinter of much ability. He was the first runner of note to introduce the idea of a man running against a fast horse. Frank Robinson was another old-time Lawrence champion. He held one of the wrestling championships of the country. James E. Scanlon of Lawrence was one of the fastest men to the spot that roller polo ever had. In the early 80's he also had the reputation of being one of the cleverest ice skaters in New England. Thomas W. Barrett of Lawrence held the professional jumping championship (hop, step and jump) for the United States from 1889 to 1896. Then, there was "Eddie" McDuffie, a national champion bicycle rider in the 90's, who was a Lawrence boy. William Caffrey of Lawrence won the national rowing (single scull) championship at Lake Quinsigamond in 1890. He defended his title successfully on the Potomac at Washington, D. C., the following year.

"Bernie" Wefers, in the 90's, brought fame to Lawrence by his fleet-footedness. In 1895, 1896 and 1897 he was the amateur champion of America for the 100 and the 220 yards. In 1895 he ran the 100 yards in 10 seconds; in 1896 he did the 100 yards in 10 1-5 seconds, and in 1897 he covered that distance in 9 4-5 seconds. His time for the 220 yards was 21 4-5 seconds in 1895, 23 seconds in 1896, and 21 2-5 seconds in

1897. On May 30, 1896, at New York, he did the 220 straightaway in 21 1-5 seconds. He held for a number of years the record for 300 yards, 30 3-5 seconds, made at Travers Island, September 26, 1896. Oscar Matthes, a native of Lawrence, was for 20 years the featherweight (110 lbs.) champion dumb-bell lifter and strong man of the world. Another Lawrence champion was James Tatlow who, in the 90's, held a championship as a broadswordsmen. In referring to the early prominence of Lawrence in the world of sports mention might be made of the lightweight championship battle of the world between "Jack" McAuliffe and Harry Gilmore on January 14, 1887, which occurred in Lawrence. The fight took place over Frank Morris's blacksmith shop in the old wooden building which until recently had stood at the northeast corner of Broadway and Methuen Street. The weight was 133 lbs., ringside. McAuliffe won in the 28th round. In 1908, at London, Lawrence was represented in the Olympic Games by A. Roy Welton who finished fourth in the Marathon against a field of the world's fleetest runners. Frederick D. Tootell, a native of Lawrence, won the national championship for the 16-lb. hammer throw at Chicago on September 1, 1923. The distance was 173 feet 6 5-8 inches. He represented the United States in the Olympic Games at Paris in 1924, winning the hammer-throw event, with a distance of 53.295 meters (174 feet 10.22 inches). Tootell was picked by Frederick W. Rubien, secretary and treasurer of the A. A. U., for the All-America Athletic Team in 1923 and the All-America College Team in 1923. Local cricket teams have won high honors, having held more than one State championship.

Lawrence men have also brought fame to the city for baseball. A number of them have played in the major leagues. There was John Crowley, a catcher with the Philadelphia Nationals, who caught Ferguson, one of the greatest pitchers the game has ever known. "Jackie" Flynn and George Moolic were widely known as the pony battery. They, with "Mike" Jordan, played with the Lawrence team in 1885, the year the city won its first championship in the New England League. Later Flynn pitched for the Chicago Nationals and Moolic at the same time signed up with that club. Jordan became connected with the Pittsburgh Nationals as a left fielder. "Mike" Bradley, a contemporary of Jordan's, was a ball player of note. He played with Kansas City in the Western League. "Jimmie" Casey as a catcher and third baseman, played with the Brooklyn and Chicago Nationals and the Detroit Americans. Fred (Klondike) Smith played with the New York Americans. Patrick J. Donovan for forty years was prominently identified with organized baseball, as outfielder, manager and scout. For many years he has been connected with the Pittsburgh Nationals. William (Wild Bill) Donovan, who recently lost his life in a railroad accident, was another Lawrence boy who became prominent in big-league baseball. As pitcher and manager he was connected with the Detroit Americans, the New York Ameri-

cans and the Philadelphia Nationals. A Lawrence boy, Fred Yapp, known in baseball as Fred Mitchell, was for years manager of the Boston Nationals. Lawrence has been referred to as the city of college varsity captains. Included among the Lawrence men who have headed college athletic teams are the following: "Bernie" Wefers, Georgetown track; Harry S. Pratt, Brown football; Michael S. O'Brien, Dartmouth baseball; "Eddie" Dillon, Princeton football; Charles L. Lanigan, Harvard baseball; Edward F. O'Sullivan, Ottawa football; Lyman Perkins, Dartmouth baseball; Harry A. Callahan, Princeton football; John T. Callahan, Yale football; William J. Bingham, Harvard track; Arthur W. Burckel, Colby football; Ernest J. Perry, Colby football; William J. Bradley, Norwich baseball and football; Frederick D. Tootell, Bowdoin track; William A. Sullivan, Massachusetts Tech track; Edward C. Riley, Dartmouth track; Horace Banan, Worcester Polytech football; Mark H. Devlin, Jr., St. Ambrose football; Joseph McCarthy, Villanova football. In connection with college athletics it might be mentioned that John T. Callahan of Lawrence was selected as a tackle in Walter Camp's choice of an All-America Football Team in 1920.

GENERAL STATISTICS

YEAR	POPULATION	VALUATION	TAX RATE	POLLS	SCHOOL CHILDREN
1845	150	33	51
1846	1,160	\$ 700,000	142	123
1847	3,577	1,719,240	\$ 3.50	497	403
1848	5,949	3,814,426	4.20	1,321	620
1849	7,225	5,730,741	3.90	2,318	1,089
1850	8,282	5,942,926	4.90	2,249	1,308
1851	9,000	6,407,160	5.90	2,542	1,593
1852	10,500	6,374,385	5.30	2,514	1,600
1853	12,147	6,937,160	7.00	3,066	1,869
1854	14,951	8,842,915	7.00	3,366	2,167
1855	16,081	9,954,041	7.80	3,659	2,508
1856	16,800	10,483,725	7.60	3,525	2,792
1857	17,800	10,228,400	8.20	3,898	3,021
1858	*15,300	10,249,009	8.40	2,962	2,610
1859	16,000	10,022,947	7.20	3,057	2,702
1860	17,639	10,584,023	8.40	3,609	3,171
1861	18,400	10,769,615	8.80	3,906	3,210
1862	18,500	10,777,920	9.00	3,378	3,310
1863	19,750	10,939,450	11.20	3,282	3,384
1864	20,500	11,074,430	12.60	3,692	3,495
1865	21,678	12,793,273	13.50	4,147	3,613
1866	23,750	13,478,285	13.50	5,250	4,026
1867	26,000	14,684,000	17.20	5,714	4,462
1868	26,500	15,570,000	13.50	5,960	4,359
1869	28,000	16,647,000	13.50	6,336	4,665
1870	28,921	17,912,507	17.20	6,506	4,846
1871	29,000	18,552,000	16.80	6,625	4,856
1872	31,000	20,763,693	15.80	7,000	4,847
1873	33,000	21,687,732	16.00	7,557	5,141
1874	33,800	22,918,775	16.20	7,728	5,385
1875	34,016	24,117,373	17.60	8,120	5,648
1876	35,000	23,903,958	19.00	8,026	5,634
1877	36,000	23,902,537	16.60	8,139	6,088
1878	37,500	23,744,017	15.00	8,542	6,668
1879	38,600	23,088,897	16.40	8,707	6,836
1880	39,151	24,142,724	16.80	9,024	6,865
1881	38,264	25,348,620	16.00	10,023	7,143
1882	37,950	26,277,223	16.60	10,435	6,698
1883	38,241	26,932,560	16.60	10,735	6,896
1884	38,523	27,369,095	16.80	10,538	7,177
1885	38,862	27,144,050	16.60	9,981	6,947
1886	39,012	27,165,500	16.40	9,667	7,277
1887	39,297	28,324,373	17.80	10,129	7,758
1888	40,116	28,971,979	16.00	10,702	7,923
1889	42,418	29,649,947	15.20	11,140	8,293
1890	44,654	30,476,223	14.80	11,499	8,545
1891	45,180	31,520,273	14.80	12,018	8,776
1892	45,616	32,527,937	16.80	12,328	9,005
1893	46,204	33,207,372	16.80	12,946	9,059
1894	47,804	33,436,593	16.00	12,780	8,609
1895	52,654	33,533,588	16.00	14,124	9,263
1896	54,635	34,884,223	15.60	14,973	9,635

*Decrease due to financial crisis.

YEAR	POPULATION	VALUATION	TAX RATE	POLLS	SCHOOL CHILDREN
1897	56,616	\$36,208,166	\$15.60	15,295	9,816
1898	58,597	37,576,798	15.60	15,709	10,085
1899	60,578	38,614,722	15.60	15,817	10,045
1900	62,559	39,841,697	15.60	16,630	10,057
1901	64,035	40,654,758	15.60	17,244	10,889
1902	65,511	41,660,738	15.60	17,935	11,462
1903	66,987	42,882,047	16.40	17,773	11,428
1904	68,463	44,110,964	16.40	17,639	11,782
1905	69,939	46,235,468	16.80	18,230	12,546
1906	73,129	51,044,934	16.00	19,820	12,841
1907	76,319	54,246,294	16.40	20,895	13,200
1908	79,509	56,473,458	16.80	20,482	12,729
1909	82,699	59,434,446	16.40	21,201	13,240
1910	85,892	65,446,007	16.40	22,764	13,500
1911	86,765	70,836,993	17.60	22,639	13,351
1912	*84,638	75,449,814	17.60	21,737	13,840
1913	88,511	78,710,803	18.00	20,963	14,818
1914	89,384	79,813,490	18.00	20,804	14,320
1915	90,258	82,695,620	18.80	20,608	14,703
1916	†100,954	82,955,470	18.80	20,634	17,251
1917	91,604	84,077,651	18.80	21,755	18,975
1918	92,406	90,022,221	22.80	20,053	19,817
1919	93,208	95,424,885	28.80	††19,172	20,286
1920	94,270	104,654,405	31.20	††19,500	20,307
1921	95,072	107,614,755	28.00	††19,054	20,545
1922	96,276	111,982,385	28.40	24,194	20,828
1923	97,678	120,354,710	27.20	24,406	21,126

*Estimate shows decrease due to conditions caused by great textile strike.

†Since 1895, with the exception of the official census year, that is, every year divisible by five, the population given is nothing more than an estimate based on the computation of the average annual increases. The figure for 1916 is in accordance with a report given out by the Federal Census Bureau for Massachusetts and rating Lawrence as the ninth city in the State.

‡Shrinkage due to exemption of World War service men.

SELECTMEN OF LAWRENCE

1847		1849	
William Swan	Charles F. Abbott	Charles F. Abbott	Levi Sprague
Nathan Wells	James Stevens	Isaac Fletcher	
	Lorenzo D. Brown		
1848		1850	
		Artemus Parker, Jr.	William Gile
Daniel J. Clark	Charles F. Abbott	William R. Page	
William D. Joplin	Levi Sprague		
	John M. Smith	1851—52	
		William R. Page	Levi Sprague
		Joseph Norris	

TOWN AND CITY CLERKS

E. W. Morse	1847—1849	Timothy Kane	1884
George W. Benson	1850—1852	William T. Kimball	1885
George W. Benson	1853	Timothy Kane	1886
Benjamin Boardman	1854	William T. Kimball	1887—1891
William Morse	1855—1856	Timothy F. O'Hearn	1892
George R. Rowe	1857—1874	William T. Kimball	1893—1897
Walter R. Rowe	1875—1876	*Cornelius J. Corcoran	1898—1910
James E. Shepard	1877—1883	†Edward J. Wade	1910—to date

*Resigned September 19, 1910.

†Elected by City Council to fill unexpired term.—Elected by the people at the next city election.

MAYORS OF LAWRENCE

1853	Charles S. Storrow	1887	Alexander B. Bruce
1854	Enoch Bartlett	1888	Alvin E. Mack
1855	Albert Warren	1889	Alvin E. Mack
1856	Albert Warren	1890	John W. Crawford
1857	John R. Rollins	1891	Lewis P. Collins
1858	John R. Rollins	1892	Henry P. Doe
1859	Henry K. Oliver	1893	Alvin E. Mack
1860	Daniel Saunders, Jr.	1894	Charles G. Rutter
1861	James K. Barker	1895	Charles G. Rutter
1862	William H. P. Wright	1896	George S. Junkins
1863	William H. P. Wright	1897	George S. Junkins
1864	Alfred J. French	1898	James H. Eaton
1865	Milton Bonney	1899	James H. Eaton
1866	Pardon Armington	1900	James F. Leonard
1867	Nathaniel P. H. Melvin	1901	James F. Leonard
1868	Nathaniel P. H. Melvin	1902	James F. Leonard
1869	Frank Davis	1903	Alexander L. Grant
1870	Nathaniel P. H. Melvin	1904	Cornelius F. Lynch
1871	Smith B. W. Davis	1905	Cornelius F. Lynch
1872	Smith B. W. Davis	1906	John P. Kane
1873	John K. Tarbox	1907	John P. Kane
1874	John K. Tarbox	1908	John P. Kane
1875	Robert H. Tewksbury	1909	William P. White
1876	Edmund R. Hayden	*1910	William P. White
1877	Caleb Saunders	†1910	John T. Cahill
1878	James R. Simpson	1911	John T. Cahill
1879	James R. Simpson	1912-13	Michael A. Scanlon
1880	James R. Simpson	‡1914	Michael A. Scanlon
1881	Henry K. Webster	§1914-15	John P. Kane
1882	John Breen	1916-17	John J. Hurley
1883	John Breen	1918-19	John J. Hurley
1884	John Breen	1920-21	William P. White
1885	James R. Simpson	1922-23	Daniel W. Mahony
1886	Alexander B. Bruce	1924-	Walter T. Rochefort

*Resigned.

†Elected by City Council August 29 to fill unexpired term.

‡Died in office August 16.

§Elected at city election to fill unexpired term.

TOWN AND CITY AUDITORS

A. C. Radcliffe	1859	Elbridge B. Osgood	1864-74
Artemus Harmon	1859-60	John E. Cushing	1874-85
Henry N. Butman	1860-61	Walter R. Rowe	1885-86
L. E. Rice	1861-63	Richard J. Shea	1886 to date
S. E. Stone	1863-64		

A. C. Radcliffe was apparently the first regular City Auditor. For the years ending in March, 1849, 1850, and 1851, Ivan Stevens audited the town accounts. From that time until 1859 the accounts were audited by a finance committee, except that in 1854 Dana Sargent was paid \$25 for auditing all the city accounts but those of the City Treasurer.

SUPERINTENDENTS OF SCHOOLS

James D. Herrick	Gilbert E. Hood	George E. Chickering
George Packard	Harrison Hume	William C. Bates
Henry F. Harrington	George A. Littlefield	Jeremiah E. Burke
Henry K. Oliver	John L. Brewster	Bernard M. Sheridan
Joseph L. Partridge		

ALDERMEN OF LAWRENCE

- 1853 George D. Cabot, Edmund B. Herrick, Alvah Bennett, Albert Warren, Walker Flanders, Samuel S. Valpey.
- 1854 Albert Blood, Samuel Gould, Monoram F. Cram, David Wentworth, Elkanah F. Bean, Charles F. Abbott.
- 1855 John B. Atkinson, Wadleigh Goodhue, Joseph W. Kimball, Elbridge Josselyn, Benjamin Osgood, Gorham P. Higgins.
- 1856 Wyllis G. Eaton, William H. Fernald, Artemus Parker, Jr., Elbridge Josselyn, *Cyrus Hutchinson, †Elkanah F. Bean, Gorham P. Higgins.
- 1857 Wyllis G. Eaton, Aaron Ordway, William H. Boardman, Amasa Bryant, Cyrus Williams, Nicholas G. Paul.
- 1858 Samuel S. Crocker, Aaron Ordway, Artemus Harmon, Amasa Bryant, Clark L. Austin, Nicholas G. Paul.
- 1859 Eben L. Chapman, John S. Stafford, George A. Fuller, Joseph Norris, Oliver Bryant, James D. Herrick.
- 1860 Nathaniel P. H. Melvin, Reuben W. French, Nathaniel G. White, William H. Bridgeman, John Gale, Joseph N. Gage.
- 1861 Morris Knowles, Hezekiah Plummer, Artemus W. Stearns, William Thomas, Archibald McFarlin, Menizies C. Andrews.
- 1862 John C. Hoadley, William R. Spalding, Samuel M. Stedman, Thomas S. Stratton, Luther Ladd, Menizies C. Andrews.
- 1863 James Byrom, James A. Treat, Joshua Pillsbury, Jr., Albert Emerson, Samuel B. Kimball, John Q. A. Burridge.
- 1864 Morris Knowles, Milton Bonney, James Payne, William Thomas, Alfred Lang, John Q. A. Burridge.
- 1865 William A. Russell, Joseph Norris, James Payne, William Thomas, Alfred Lang, John Q. A. Burridge.
- 1866 Richard R. Harriman, John Beetle, John D. Glidden, George W. Sargent, Daniel Hardy, William Smith.
- 1867 Nicholas Chapman, George A. Walton, John D. Glidden, Albert Emerson, Samuel M. Davis, William Smith.
- 1868 Nicholas Chapman, Hezekiah Plummer, Alfred A. Lamprey, John Kiley, Samuel M. Davis, William Smith.
- 1869 John R. Rollins, Parker C. Kirk, James H. Eaton, George Littlefield, Samuel M. Davis, Warner Bailey.
- 1870 Marcus S. Dodge, John R. Perry, James Payne, John Hart, William Bower, Alonzo Winkley.
- 1871 Aaron A. Currier, Hezekiah Plummer, James Payne, James A. Treat, George Lamb, William F. Cutler.
- 1872 Aaron A. Currier, Hezekiah Plummer, James Payne, James A. Treat, George Lamb, Edwin Ayer.
- 1873 Marcus S. Dodge, Charles T. Emerson, Alfred A. Lamprey, Matthew Carney, Nathaniel P. H. Melvin, Caleb Saunders.
- 1874 Daniel B. Webster, Benjamin F. Chadbourne, Moses Perkins, Matthew Carney, John France, Fred W. Taylor.
- 1875 Thomas Clegg, Hezekiah Plummer, Abel G. Pearson, Dyer S. Hall, Charles Smith, Edwin Ayer.
- 1876 Thomas Clegg, Lurandus Beach, Jr., Albert R. Field, Edwin Lyford, William P. Clark, Jesse Moulton.
- 1877 Pardon H. Armington, David T. Porter, Hector P. Linn, Peter Holihan, John H. Prescott, †John B. Howard, †Silas H. Loring.
- 1878 Thomas Clegg, James G. Abbott, Joseph Shattuck, George Sanborn, Luther Ladd, Silas H. Loring.
- 1879 Henry P. Danforth, James G. Abbott, John F. Cogswell, George Sanborn, John Abercrombie, William T. McAlpine.
- 1880 Marcus W. Copps, Phineas B. Robinson, Henry B. Dyer, J. Clinton White, Samuel Smith, William T. McAlpine.
- 1881 Henry P. Danforth, Henry Dolbier, Henry B. Dyer, Henry P. Doe, Samuel Smith, Caleb Saunders.
- 1882 Henry B. Thompson, Henry Dolbier, Abiel Morrison, James W. Joyce, Samuel Barrett, Caleb Saunders.

*Resigned. †To fill vacancy. ‡Died.

- 1883 Henry B. Thompson, C. Henry Schoenland, Abiel Morrison, James W. Joyce, George A. Lindsey, William T. McAlpine.
- 1884 Henry B. Thompson, C. Henry Schoenland, Patrick Ford, James W. Joyce, Alexander B. Bruce, Patrick A. Lenane.
- 1885 George L. Gage, William E. Gowing, Henry B. Dyer, Henry A. Buell, James C. Brown, Nathan A. Holt.
- 1886 Samuel Knowles, Samuel W. Fellows, David Cahill, James J. Stanley, Edward McCabe, William Luscomb.
- 1887 Samuel Knowles, William E. Gowing, D. Frank Robinson, John Russell, James W. Joyce, Nathan A. Holt.
- 1888 Thomas Clegg, Charles T. Main, Charles H. Davis, George I. Haeberle, Franklin Butler, John Hartley.
- 1889 Thomas Clegg, Charles T. Main, Charles H. Davis, George I. Haeberle, Franklin Butler, John Hartley.
- 1890 Frederick M. Libbey, Charles T. Main, George B. Elliott, Arthur A. Bailey, Otis Freeman, Jr., Lewis P. Collins.
- 1891 George W. Hall, August Stiegler, Andrew F. Shea, George S. Junkins, Otis Freeman, Jr., Jeremiah F. Driscoll.
- 1892 James H. Martin, Richard W. Doyle, Josiah S. Whitehouse, William J. Butler, Daniel Gallagher, John W. Bolton.
- 1893 Herman Bruckmann, Fred N. Abbott, Gilbert H. Kittredge, George S. Junkins, Ezra W. Hodgkins, Richard W. Ellis.
- 1894 Herman Bruckmann, Fred N. Abbott, Gilbert H. Kittredge, George W. Dow, John A. Abercrombie, Richard W. Ellis.
- 1895 Edward H. Humphrey, George H. Goldsmith, George W. Dow, Albert E. Butler, John A. Abercrombie, Adelbert C. Varnum.
- 1896 Edward H. Humphrey, George H. Goldsmith, A. Herbert Robinson, Ira D. Blandin, William H. Howarth, John Haigh.
- 1897 Charles G. Kidder, George P. Low, Charles W. Currier, Omar E. Couch, William H. Howarth, John H. Bedell.
- 1898 William F. King, Cornelius F. Lynch, Louis Matthes, Narcisse E. Miville, Thomas Bevington, Patrick O'Brien.
- 1899 Hugo E. Dick, Cornelius F. Lynch, Louis Matthes, Narcisse E. Miville, Andrew A. Caffrey, Henry B. Lane.
- 1900 Frederick F. Sherman, Daniel H. Logue, Andrew Griffin, Jr., Narcisse E. Miville, Andrew A. Caffrey, Edmund B. Belknap.
- 1901 Frederick F. Sherman, James P. Flynn, William P. White, William H. Forbes, Robert F. Pickels, Edmund B. Belknap.
- 1902 H. Richard Parthum, Fred H. Eaton, William P. White, Eli Lacaillade, Charles H. Choate, Henry B. Lane.
- 1903 H. Richard Parthum, William C. Cusack, Henry P. Hart, Eli Lacaillade, Simeon Viger, Edmund B. Belknap.
- 1904 Julius J. McCormick, Michael F. Scanlon, Henry P. Hart, Joseph L. Dooley, Moses Marshall, Michael F. Cronin.
- 1905 George T. Stansfield, Charles A. Salisbury, William A. Kelleher, David Daigle, Benjamin L. Weeks, John McCrillis.
- 1906 Patrick Lyons, James J. Ahearn, John C. Needham, J. Frank James, Benjamin L. Weeks, John J. O'Brien.
- 1907 Patrick Lyons, James J. Ahearn, John C. Needham, Michael M. Garvey, Timothy F. Donovan, Joseph A. Woodhall.
- 1908 John F. Young, Edward A. Dolan, John J. Breen, Michael M. Garvey, John Tobin, Joseph A. Woodhall.
- 1909 Carl A. Woelkel, Jr., Rudolph Miller, Matthew Burns, Robert S. Maloney, Xavier Legendre, William Moss, Jr.
- 1910 William H. Callahan, Thomas M. Jordan, John Joseph Ford, Michael A. Scanlon, John Tobin, William Moss, Jr.
- 1911 William H. Callahan, Thomas M. Jordan, Joseph Hayes, Michael A. Scanlon, James R. Walker, John Hennessey.

Note: The Aldermen are named in the order of the ward represented, one being elected for each of the six wards.

COMMON COUNCILMEN OF LAWRENCE

- 1853 John T. Loring, William B. Gallison, James H. Harding, Jackson Gordon, William R. Spalding, Abner N. Whittaker, Josiah Osgood (President), Nathaniel G. White, Elisha Winch, Dana Sargent, Edwin L. Gowen, Isaac K. Gage, Elkanah F. Bean, Elbridge Weston, Daniel Hardy, William M. Tyler, James Stevens, John Lear.
- 1854 Elisha C. Hopkins, Charles Stark Newell, Enoch Hewins, Thomas A. Parsons, Andrew D. Blanchard, Benjamin McAllister, John Beith, Thomas W. Floyd, Oliver Pearl, William Clark, Henry Withington, Leonard Hoyt (President), Isaac K. Gage (President), Asa M. Bodwell, Elijah B. Dolloff, Daniel Hardy, George H. Parker, John Caldwell, John Q. A. Burrige, George Richardson, Gorham P. Higgins.
- 1855 David P. Foster, Rufus Reed, Sylvester A. Furbush, Reuben W. French, William A. Carleton, Adolphus Durant, William H. Fernald, Thomas W. Floyd, Thomas S. Stratton, Amos Carter, Sullivan Simonds, John C. Wadleigh (President), George Littlefield, Jefford M. Decker, Charles Hutchinson, Harvey White, William Hardy, Hezekiah Plummer, Samuel M. Davis, Edwin Ayer.
- 1856 Elijah M. Mooers, Thomas G. Peckham, William J. Merrill, Julius H. Morse, John Q. A. Batchelder, Stillman Towne, Abner N. Whittaker, Sewell Sylvester, Phineas M. Gage, Lyman Daniels, Jefford M. Decker, David Wentworth, William H. Cook, William Hardy (President), Cyrus Williams, John P. Gale, Hezekiah Plummer, George A. Fuller, Henry F. Pasho, Jr., Paschal Abbott.
- 1857 Abel Webster, Thomas G. Peckham (President), Thatcher Merriam, John S. Stafford, George W. Sargent, John Q. A. Batchelder, Sewell Sylvester, William H. Whitmarsh, Elihu W. Colcord, William Murray, Joseph Norris, Heaton Bailey, William H. Cook, William Thomas, Alfred Lang, Eli Wentworth, Albert Drew, David C. Richardson, John Bailey, Oliver C. Demeritt, Emulus W. Burbank.
- 1858 John M. Currier, Thomas S. Winn, Richard R. Harriman, John Q. A. Batchelder, John S. Stafford, John Beetle, Terence Brady, Algernon S. Wright, Abiel Morrison, Joseph Norris, Heaton Bailey, William P. Frost (President), Carlos C. Closson, Rollins A. Kempton, Luther E. Stevens, Horace J. Durgin, David M. Pasho, William Smith.
- 1859 Lafayette Branch, Thomas Scott, Isaac B. Cobb, Leonard Wheeler, Hezekiah Plummer, Eben T. Colby, William D. Lamb (President), Abel G. Pearson, Caleb T. Briggs, Leonard F. Cressey, William Thomas, Lawson Rice, Allen Wilson, Carlos C. Closson, Rufus Fuller, George S. Merrill, John Q. A. Burrige, James Clark, Alonzo Winkley.
- 1860 Samuel W. Jackson, Alfred Hall, Abner Hosmer, Eben T. Colby, George Wilkins, Jr. Augustus M. Fay, William Barbour, Albert R. Brewster, Terence Brady, Joseph Stowell, James Corcoran, Michael P. Merrill (President), Archibald McFarlin, Rufus Fuller, George S. Merrill, Paschal Abbott, Alonzo Winkley, Philemon C. Parsons.
- 1861 Samuel W. Jackson, Alfred Hall, Oliver Collins, Lemuel A. Bishop, Eben T. Colby (President), Joseph W. George, Joshua Pillsbury, Jr., James E. Morris, Nathaniel R. French, Albert Emerson, Stephen Dockham, Philip Yeaton, Samuel M. Davis, George S. Merrill, Orange Wheeler, Ezekiel W. Matthews, Joel Barnes, George Poor.
- 1862 Charles A. Brown, Reuben Maynard, Edwin F. Bailey, John F. Cogswell, Lemuel A. Bishop (President), Daniel S. Jordan, Joshua Pillsbury, Jr., Perley Ayer, James E. Morris, Albert Emerson, Jonathan D. Boothman, Frank L. Runals, Rufus Fuller, William P. Frost, Joseph M. Freese, Joel Barnes, Ezekiel W. Matthews, George Poor.
- 1863 Charles A. Brown, Reuben Maynard, George E. Ordway, John F. Cogswell, Franklin Edwards, William H. Jaquith, Baruch C. Whitcomb, David Beatty, James R. Simpson, Jonathan D. Boothman, Asa M. Wade, Jeremiah J. Desmond, Frederick Butler, Milton Bonney (President), George W. Chandler, Alonzo Winkley, William Smith, Paschal Abbott.
- 1864 Abel Webster, Ebenezer L. Chapman, Seth D. Paul, W. Fiske Gile (President), Franklin Edwards, Isaac Fletcher, John Stow, Terence Brady, Baruch C. Whitcomb, Moses Perkins, David S. Swan, Henry J. Couch, Humphrey Desmond, George W. Chandler, George W. Dame, William W. Colby, Alonzo Winkley, William Smith, Nathan T. Plummer.
- 1865 Augustus M. Fay, Melvin Beal, Aaron A. Currier, Byron Truell, John E. Dustin, Lurandus Beach, Jr., George S. Merrill (President), Merrill N. Howe, Samuel W.

- Knights, Thomas H. Fernald, James H. Stannard, Woodbridge S. Lyford, William W. Colby, George W. Dame, James A. Storer, Joel Barnes, David C. Richardson, Nathan T. Plummer.
- 1866 Alonzo S. Winn, Lewis Stratton, Rufus M. Howard, Alanson Briggs, Edward Devlin, James H. Eaton, George S. Merrill (President), George A. Smith, Jeremiah D. Drew, Thomas H. Fernald, Charles T. Young, John Bamford, James A. Storer, Albert Blood, John France, James R. Balloch, Moses A. Bailey, Henry K. Flint.
- 1867 Lewis Stratton, F. C. Drew, Albert F. Coburn, Perley Ayer, James H. Eaton (President), Alanson Briggs, William L. Thompson, Jeremiah D. Drew, Jonathan C. Bowker, John Stone, George K. Wiggin, John Kiley, William Clark, Tempest Birtwell, John France, Levi Emery, George W. Horn, Alonzo Winkley, Caleb Saunders, James Clark.
- 1868 Alanson Dixon, Horatio Dennett, Ebenezer L. Chapman, Samuel Langmaid, Edward Devlin, Moses B. Kenney, John J. Doland (President), Daniel C. O'Sullivan, Herbert P. Damon, John Hart, William Clark, Henry J. Couch, Levi Emery, Asa M. Bodwell, George Lamb, Alonzo Winkley, Caleb Saunders, James Clark.
- 1869 Aaron A. Currier, Thomas J. Cate, Winslow Eager, Moses B. Kenney, Samuel Langmaid, Smith B. W. Davis, John J. Doland (President), Daniel C. O'Sullivan, Samuel Gould, Waldo L. Abbott, James Kiley, Henry J. Couch, George Lamb, James W. Bailey, William Bower, Edward Burke, Warren Stevens, Mark Manahan, Caleb Saunders.
- 1870 Thomas J. Cate, Winslow Eager, William F. Farnham, Smith B. W. Davis (President), Andrew C. Stone, Edward McCoy, Augustus S. Bunker, Martin O'Sullivan, William F. Gearin, Henry J. Couch, Patrick Murphy, James Kiley, James W. Bailey, Cyrus Williams, Richard Wheelwright, Mark Manahan, Frank E. Wheeler, George A. Nelson.
- 1871 Winslow Eager, George B. Smart, James F. Megin, J. Frank Gilbert, Edward McCoy, Andrew C. Stone (President), James G. Abbott, Augustus S. Bunker, Martin O'Sullivan, Timothy Deacey, Henry J. Couch, Patrick Murphy, Patrick Foster, Cyrus Williams, Richard Wheelwright, James Miles, Frank E. Wheeler, Edwin Ayer, Warren Stevens.
- 1872 George B. Smart, Abel Webster, George W. Russell, James G. Abbott, Charles H. Littlefield, Charles T. Emerson, Timothy Deacey, Henry P. Doe, James W. Joyce, Henry J. Couch, James Murphy, William Hanrahan, James Miles, Levi Emery, Lorenzo D. Sargent (President), Elisha B. Cutler, John L. Webster, John Dane.
- 1873 George W. Russell, Baldwin Coolidge, Louis Hefner, Charles H. Littlefield, Granville M. Stoddard, Charles C. Whitney, James W. Joyce, William W. Emery, James Noonan, Duncan Wood, William Hanrahan, John Gilmartin, Everett P. Richardson, Lorenzo D. Sargent (President), Cyrus T. Moore, John L. Webster, John Dane, E. B. Cutler.
- 1874 William Cannon, Henry P. Chandler, Henry E. Burckel, Patrick J. Kelley, Charles H. Schoenland, Edward Devlin, James O'Dea, James Noonan, James Watts, James Murphy, Daniel F. Dolan (President), George O. Clifford, Everett P. Richardson, Thomas Scott, Cornelius J. Tighe, Samuel White, John L. Webster, George Littlefield.
- 1875 Charles W. Stevens, James S. Hutchinson, John Brown, John L. Brewster (President), C. H. Ernest Keilhau, Thomas Kenney, Prescott G. Pillsbury, James Watts, D. Frank Robinson, Robert Haughton, Edwin Lyford, George Sanborn, Levi Emery, Lewis G. Holt, Samuel Hardacre, William T. McAlpine, Jesse Moulton, Thomas Dean.
- 1876 Charles W. Stevens, Albin Yeaw, William F. Wiesner, John L. Brewster (President), Thomas Kenney, C. H. Ernest Keilhau, John Breen, John F. Hogan, Prescott G. Pillsbury, George Sanborn, Robert Haughton, Josiah N. Pratt, Samuel Hardacre, Lewis G. Holt, Levi Emery, William C. Luscomb, John Daley, James Moffett.
- 1877 Albin Yeaw, James S. Barrie (President), Joseph Cleveland, Patrick Sweeney, Michael Rinn, Edward H. Dickie, Edgar H. Drew, William H. Keefe, John Breen, Michael Mann, Nathaniel Ambrose, J. Clinton White, George N. Austin, George H. McFarlin, George W. Horn, Joseph Barnes, Samuel Barrett, James McLaughlin, James B. Wiggin, George E. Follansbee, John Foley.
- 1878 Seth F. Dawson, Marcus W. Copps, Henry P. Danforth, Edward H. Dickie, Andrew Sharpe, Henry Behrmann, William H. Keefe, Michael Mann, Daniel F. McCarthy, Francis Gorman, George N. Austin, J. Clinton White, Henry K.

- Webster (President), George W. Horn, Joseph Barnes, John Phillips, Joseph H. Stafford, Charles E. Knowles, William T. McAlpine.
- 1879 James Moorehouse, Marcus W. Copps, George W. Stafford, Andrew Sharpe, Charles Morrison, Charles McCarthy, Daniel F. McCarthy, Francis Gorman, James Murphy, Henry K. Webster (President), Merrill N. Howe, Charles H. Davis, John Phillips, John Paisley, Jr., Charles H. Bean, Michael A. McCormick, John O'Sullivan, George S. Williams, Timothy J. Buckley.
- 1880 James Moorehouse, Oscar A. Frye, F. W. Theodor Erler, John P. Kennedy, Charles Morrison, Portal M. Black, Thomas Griffin, Cornelius Sullivan, James A. Coughlin, Merrill N. Howe (President), Charles H. Davis, Thomas Ayrey, Charles H. Bean, John Paisley, Jr., George W. Chandler, Michael A. McCormick, Michael F. Collins, John Hartley.
- 1881 Oscar A. Frye, Gustave Graichen, James C. Fisher, William A. Kelleher, Herbert S. Rice, Charles U. Bell (President), Patrick O'Connor, James A. Coughlin, Thomas Griffin, Thomas Ayrey, Alfred L. Mellen, Charles L. Place, George Collins, Charles A. Trumbull, Cornelius Whitehead, Michael F. Collins, John J. Kilbride, Wendell W. Beal.
- 1882 James C. Fisher, Harry E. Smith, Ernest E. Dick, Charles U. Bell, Edward Costello, William A. Kelleher, Patrick O'Connor, Maurice Lyons, Anthony Corwan, Eugene A. McCarthy, Henry A. Buell, Moses F. Hutchinson (President), Cornelius Whitehead, John N. Ellingwood, John H. Stafford, Patrick A. Lenane, John J. Kilbride, Franklin B. Davis.
- 1883 Rufus Andrews, George L. Gage, John L. Cross, Richard Doyle, John F. McQueeney, Thomas F. Condon, Patrick Ford, John Morrissey, Patrick F. Halley, Thomas J. Morrissey, Charles H. Littlefield, Eugene A. McCarthy (President), Charles Lacaille, John N. Ellingwood, Joseph E. Watts, William Sharrock, Patrick A. Lenane, Franklin B. Davis, John J. Nugent.
- 1884 Rufus Andrews, Henry E. Burckel, Andrew S. Arthur, Richard Doyle, John F. McQueeney, Thomas Murray, Thomas J. Morrissey, Patrick F. Halley (President), Anthony Corwan, William H. Burnham, Charles Lacaille, Archelaus Bolduc, Milton B. Townsend, Joseph E. Watts, James G. Abbott, John J. Nugent, John Campbell, Dennis W. Murphy.
- 1885 Harry E. Smith, Joseph H. Wheeler, James Lane, William G. Hill, William H. Abbott, George I. Haeberle, James O'Neill, Timothy F. O'Hearn, Michael F. Sullivan, John O'Brien, Phineas W. Haseltine, John A. Brackett, Peter W. Lyall, James G. Abbott, Jr., (President), Thomas H. Somerville, William J. Hinchcliffe, William Cooney, Jonathan Auty, Dennis W. Murphy.
- 1886 William Hooper, William H. Dawson, John M. Graham, Frederick M. Libbey, William J. Barry, Owen F. Malley, Thomas Goodwin, William J. McCarthy, Michael F. Sullivan (President), John O'Brien, Moses E. Woodbury, Benjamin P. Cheney, Martin Golden, Richard H. Fox, Thomas H. Somerville, William J. Hinchcliffe, John F. McCarthy, Patrick C. Ward, Patrick J. Graham.
- 1887 Frederick M. Libbey, William Henderson, Walter H. Langshaw, Owen F. Malley, William F. Sheedy, Timothy J. Kelleher, David Doyle, James H. Weldon, James McConville, Moses E. Woodbury, Henry A. Musk, Thomas Gilmartin, Richard H. Fox (President), William Chadwick, William W. Dean, Patrick J. Graham, John F. McCarthy, Harry Whittemore.
- 1888 Frederick M. Libbey (President), William Henderson, William E. Bradbury, Timothy J. Kelleher, William F. Sheedy, Michael J. Clark, David Doyle, James McConville, James H. Weldon, Henry A. Musk, Charles W. Howard, James M. Learned, William Chadwick, George Hartley, William L. Seaver, Charles E. Bradley, Robert E. Burke, John J. O'Brien.
- 1889 William E. Bradbury (President), Emil C. Stiegler, George W. Hall, Michael J. Clark, Henry E. Sugatt, John F. Doyle, Dennis E. Halley, John M. Lynch, William Nicholson, Charles W. Howard, James M. Learned, Arthur A. Bailey, George Hartley, William L. Seaver, James H. Derbyshire, William Burrage, Lewis P. Collins, Ellsworth W. Hastings.
- 1890 George W. Hall (President), Emil C. Stiegler, A. Herbert Robinson, John F. Doyle, Henry E. Sugatt, Fred N. Abbott, Dennis E. Halley, John M. Lynch, John D. Mahoney, Robert Barker, George S. Junkins, Isaac N. Wilson, Benjamin C. Ames, Charles F. Sargent, James H. Derbyshire, John W. Bolton, John J. Murphy, Ellsworth W. Hastings.

- 1891 A. Herbert Robinson, Henry W. Gesing, George C. Bosson, Jr., Fred N. Abbott, George H. Goldsmith, H. Dennie Morse, John D. Mahoney, Maurice Ryan, Cornelius Sullivan, Robert Barker, Isaac N. Wilson, Harry R. Dow, Benjamin C. Ames, Charles F. Sargent (President), Ezra W. Hodgkins, John J. Murphy, William R. Sawyer, Michael J. Sullivan.
- 1892 John T. Beanland, Edwin J. Cate, Charles E. Wingate, Thomas A. Brooks, John P. Kane (President), Frank J. Whelan (President), William G. Kennedy, John A. McGowan, John P. Ryan, Harry R. Dow, Amie D. V. Bourget, Patrick J. Finn, Ezra W. Hodgkins, James H. Barnes, Fred R. Warren, Edward Braithwaite, Michael J. Dempsey, Robert Thompson.
- 1893 John T. Beanland, Edwin J. Cate, Benjamin H. Forbes, James O'Neill, Fred A. Sylvester, Frank S. Turner, William G. Kennedy, John P. Ryan, Thomas J. Burns, Harry R. Dow (President), J. Frank James, William A. Schenk, James H. Barnes, Fred R. Warren, John R. H. Ward, Andrew A. Chalmers, Dennis F. Durgin, John W. Godin.
- 1894 John T. Beanland (President), Benjamin H. Forbes, Charles H. Guenther, James O'Neill, John Davey, Peter M. Sweeney, Thomas J. Burns, John E. Ganley, John I. Hart, Ira D. Blandin, Albert S. Lang, Nathan O. Magoon, John R. H. Ward, William H. Rankin, Frank A. Rowell, Andrew A. Chalmers, Dennis F. Durgin, John W. Godin.
- 1895 Benjamin H. Forbes, Charles H. Guenther, Willoughby W. Lathrop, John P. S. Mahoney (President), Andrew J. McCarthy, Bernard T. O'Connell, John E. Ganley, John J. Hart, Edward F. Joyce, John J. Bartley, Jeremiah J. Desmond, William H. Forbes, Fred A. Gray, Frederick Patch, Frank A. Rowell, Edward L. Arundel, John P. Black, Jeremiah O'Leary.
- 1896 Willoughby W. Lathrop, George Campbell, Jr., Charles E. Pearce, George P. Low, George W. Smith, Andrew J. McCarthy, Edward F. Joyce, Jeremiah J. Carey, Edward P. Morton, John E. Barr, Omar E. Couch, John F. Shea, Frederick Patch (President), Alexander H. Rogers, Walter E. Rushforth, Edward L. Arundel, John H. Bedell, Andrew Craig.
- 1897 George Campbell, Charles A. Knox, Louis K. Siegel, Andrew J. McCarthy (President), Michael H. Bradley, Michael F. Sullivan, Thomas F. Hadley, Frank J. O'Brien, John F. Sullivan, John F. Shea, William Daley, John A. Patterson, Alexander H. Rogers, Joseph S. Chambers, John E. H. Latham, James Forbes, Walter A. Savage, Joseph A. Woodhall.
- 1898 Charles A. Knox (President), George Mowat, Louis K. Siegel, Archie N. Frost, Daniel H. Logue, John F. Quinn, Edward C. Callahan, Dennis H. Finn, John F. Hannon, William Collins, William Daley, George Theberge, Ezra G. Hinckley, Orrin J. Randlett, Walter E. Rushforth, Frederick A. Carr, Henry B. Lane, Walter A. Savage.
- 1899 George Mowat, Emil J. Muehlig, John H. Spinlow, John Casey, James P. Flynn, Daniel H. Logue (President), Edward C. Callahan, Andrew Griffin, Jr., Bartholomew A. Young, William Collins, John F. Connor, George Theberge, Albert H. Evans, Robert F. Pickels, Frank Smith, Thomas A. Arundel, Harmon T. Drew, William H. Knowles.
- 1900 John H. Spinlow, Emil J. Muehlig, William Hoffarth, James P. Flynn (President), Michael F. Scanlon, James E. Gurry, Henry P. Hart, William Farrell, Joseph F. Kennedy, William B. Bartley, John F. Connor, Fred S. McCarthy, Frank Smith, Albert H. Evans, Charles H. Choate, Timothy Lynch, John Donohue, Thomas Maxwell.
- 1901 Gustav Plisch, Richard Koerner, Walter W. Hager, Richard A. Linehan, John Casey, Michael F. Scanlon, Henry P. Hart, Joseph F. Kennedy, James E. Ryan, William B. Bartley (President), Fred S. McCarthy, John W. Tatham, Charles H. Choate (President), Charles H. Morgan, John A. Evans, George Beedles, Andrew W. Campbell, John Halstead.
- 1902 Richard Koerner (President). Walter W. Hager, Emil H. Wilde, Timothy F. O'Neill, William C. Cusack, Jeremiah F. Gearin, Michael P. Finnegan, Joseph P. Garvey, James A. Mulcahey, Joseph Doyle, Arthur A. White, Joseph L. Dooley, Priestly Fitzgerald, John A. Evans, Charles H. Morgan, Andrew W. Campbell, George Beedles, John Halstead.
- 1903 Alfred J. Burckel, Charles A. Salisbury, James Forbes, Timothy O'Neill (President), Fred W. Gay, Alexander W. Sheriff, Michael P. Finnegan, William A. Kelleher,

- Jeremiah Mahoney, Arthur A. White, John J. Collins, Joseph L. Dooley, Orrell Ashton, Priestly Fitzgerald, James R. Tetler, William H. Knowles, John McCrillis, John J. O'Brien.
- 1904 Alfred J. Burckel, Anton L. Weidner, George T. Stansfield, James J. Ahearn, Frederick Gehring, Edward J. Ward, James A. Connors, William A. Kelleher (President), Jeremiah J. Mahoney, Daniel W. Mahony, John P. O'Brien, John J. Collins, James R. Tetler, Benjamin L. Weeks, Albert Wilkinson, John J. O'Brien, John McCrillis, Fenn W. Boody.
- 1905 Anton L. Weidner, Lewis H. Schwartz, Alvin L. Hofmann, James J. Ahearn, Edward J. Ward, John P. Lahey, James A. Connors, John T. Kilcoyne, Frank A. Sullivan, Daniel W. Mahony, John P. O'Brien, Michael Welch, Jr., Joseph A. Edmond, Harry Simpson, Albert Wilkinson, Andrew E. Cantwell, Charles Cate, John J. O'Brien (President).
- 1906 Alvin L. Hofmann, Fred Knight, Lewis H. Schwartz, Edward A. Dolan, Eugene B. Griffin, Thomas F. Scanlon, James J. Finegan, Stephen J. Scully, Joseph A. Tosney, John T. Manion, Michael A. Scanlon, Michael Welch, Jr., (President), Joseph A. Edmond, Harry Simpson, Henry H. Wildes, Patrick J. Casey, Charles Cate, Patrick W. Connors.
- 1907 Arthur Bower, Henry C. Gebelein, John F. Young, Edward A. Dolan, Eugene B. Griffin, Thomas F. Scanlon, Daniel Fitzpatrick, Joseph Hayes, Joseph A. Tosney, John T. Manion (President), Daniel McCabe, Michael Welch, Jr., Timothy Bee, Joseph A. Mosher, Henry H. Wildes, Patrick J. Casey, Florence D. McCarthy, John J. McCarthy.
- 1908 Arthur Bower, Herman Grunwald, Carl A. Woekel, Jr., James A. Coyne, Thomas M. Jordan, Henry J. Nichols, Michael Brown, Joseph Hayes, Joseph A. Kennedy, Bernard J. Bresnahan, David D. O'Connell, Fred J. Watson, Timothy Bee, Thomas Hughes, Joseph A. Mosher, George F. Hoar, Florence D. McCarthy, John J. McCarthy (President).
- 1909 Jacob Doerr, Herman Grunwald, Albert E. Knuepfer, Seth Cooper, John J. McCarthy, Thomas M. Jordan, John Joseph Ford, John J. Holley, John T. Busby, Michael J. Dooley, Joseph H. Maxwell, Eugene A. McCarthy, Jr., Frederick W. Briggs, Thomas Hughes (President), Charles P. Rushforth, Frank E. Ferguson, Ambrose J. Godin, John Hennessey.
- 1910 Joseph F. Adams, Jacob Doerr, Albin Ulrich, Bernard J. Keaveny, Henry J. Nichols, David Noonan, Thaddeus J. Begley, Frank D. Foley, John F. Morrissey, Michael J. Dooley, Joseph H. Maxwell, Eugene A. McCarthy, Jr., (President), Charles P. Rushforth, Joseph Spencer, L. Morton Taylor, Thomas A. Welch, Edgar W. Shea, John J. Nugent, Jr.
- 1911 Adam Boehm, Robert Leupold, Albin Ulrich, Michael H. Collopy, Bernard J. Keaveny (President), David Noonan, Thaddeus J. Begley, Frank D. Foley, John F. Morrissey, Michael Joseph Fay, John McMahon, John A. O'Donnell, Frederick W. Briggs, James J. Carney, Joseph A. Hurley, Joseph M. O'Dowd, James H. Quinn, Thomas A. Welch.

Note: The Councilmen are named in the order of the wards they represented, three being elected from each of the six wards. Common Council abolished under new charter in 1912.

COMMISSION GOVERNMENTS

1912

MAYOR

Michael A. Scanlon

ALDERMEN

Paul Hannagan
Director of Engineering
Michael S. O'Brien
Director of Public Property and
Parks

Cornelius F. Lynch
Director of Public Safety
Robert S. Maloney
Director of Public Health and
Charities

1913

MAYOR

Michael A. Scanlon

ALDERMEN

Paul Hannagan
 Director of Engineering
 Alfred Bradbury
 Director of Public Property and
 Parks

Cornelius F. Lynch
 Director of Public Safety
 John S. Todd
 Director of Public Health and
 Charities

1914

MAYORS

Michael A. Scanlon (Died August 16, 1914)
 John P. Kane (Elected to fill vacancy)

ALDERMEN

Paul Hannagan
 Director of Engineering
 Alfred Bradbury
 Director of Public Property and
 Parks

James W. Cadogan
 Director of Public Safety
 John S. Todd
 Director of Public Health and
 Charities

1915

MAYOR

John P. Kane

ALDERMEN

Paul Hannagan
 Director of Engineering
 John A. Flanagan
 Director of Public Property and
 Parks

James W. Cadogan
 Director of Public Safety
 Robert S. Maloney
 Director of Public Health and
 Charities

1916

MAYOR

John J. Hurley

ALDERMEN

John F. Finnegan
 Director of Engineering
 John A. Flanagan
 Director of Public Property and
 Parks

James W. Cadogan
 Director of Public Safety
 Robert S. Maloney
 Director of Public Health and
 Charities

1917

MAYOR

John J. Hurley

ALDERMEN

John F. Finnegan
 Director of Engineering
 John A. Flanagan
 Director of Public Property and
 Parks

James W. Cadogan
 Director of Public Safety
 Robert S. Maloney
 Director of Public Health and
 Charities

1918

MAYOR

John J. Hurley

ALDERMEN

John F. Finnegan
 Director of Engineering
 John A. Flanagan
 Director of Public Property and
 Parks

Peter Carr
 Director of Public Safety
 Robert S. Maloney
 Director of Public Health and
 Charities

1919

MAYOR

John J. Hurley

ALDERMEN

John F. Finnegan
 Director of Engineering
 John A. Flanagan
 Director of Public Property and
 Parks

Peter Carr
 Director of Public Safety
 Robert S. Maloney
 Director of Public Health and
 Charities

1920

MAYOR

William P. White

ALDERMEN

John F. Finnegan
 Director of Engineering
 John A. Flanagan
 Director of Public Property and
 Parks

Peter Carr
 Director of Public Safety
 Robert S. Maloney
 Director of Public Health and
 Charities

1921

MAYOR

William P. White

ALDERMEN

John F. Finnegan
 Director of Engineering
 Michael F. Scanlon
 Director of Public Property and
 Parks

Peter Carr
 Director of Public Safety
 Edward C. Callahan
 Director of Public Health and
 Charities

1922

MAYOR

Daniel W. Mahony

ALDERMEN

Patrick F. McNulty
 Director of Engineering
 Michael F. Scanlon
 Director of Public Property and
 Parks

Peter Carr
 Director of Public Safety
 Edward C. Callahan
 Director of Public Health and
 Charities

1923

MAYOR

Daniel W. Mahony

ALDERMEN

Patrick F. McNulty
 Director of Engineering
 John A. Flanagan
 Director of Public Property and
 Parks

Peter Carr
 Director of Public Safety
 William H. D. Vose
 Director of Public Health and
 Charities

1924

MAYOR

Walter T. Rochefort

ALDERMEN

Patrick F. McNulty
 Director of Engineering
 John A. Flanagan
 Director of Public Property and
 Parks

Harry W. Marshall
 Director of Public Safety
 William H. D. Vose
 Director of Public Health and
 Charities

VOTE FOR MAYOR

1853	C. S. Storrow, whig,	577	1878	James R. Simpson, rep.,	2365
	Dana Sargent, dem.,	484		Caleb Saunders, dem.,	1795
	Scattering,	21	1879	James R. Simpson, rep.,	2087
1854	Enoch Bartlett, dem.,	651		Thomas F. Tucker, dem.,	1519
	George W. Benson, whig,	529		H. W. K. Eastman, gr.,	443
	James D. Herrick, ind.,	67	1880	James R. Simpson, rep.,	2341
	Scattering,	12		John K. Tarbox, dem.,	2006
1855	Albert Warren, know nothing,	1037	1881	Henry K. Webster, rep.,	2556
	Elkanah F. Bean, dem.,	81		John Breen dem.,	2363
	Nathan W. Harmon, whig,	82	1882	John Breen, dem.,	2932
	Scattering,	7		William T. McAlpine, rep.,	2363
1856	Albert Warren, know nothing,	758	1883	John Breen, dem.,	2934
	John R. Rollins, ind.,	386		Charles U. Bell, rep.,	2656
1857	John R. Rollins, ind.,	801	1884	John Breen, dem.,	3062
	Thomas Wright, whig,	570		Charles U. Bell, rep.,	2582
	Scattering,	6	1885	James R. Simpson, rep.,	3052
1858	John R. Rollins, ind.,	720		A. B. Bruce, dem.,	2425
	Nathaniel G. White, dem.,	76	1886	A. B. Bruce, dem.,	2961
	Scattering,	4		Byron Truell, rep.,	2302
1859	Henry K. Oliver, rep.,	886	1887	A. B. Bruce, dem.,	2559
	Daniel Saunders, Jr., dem.,	589		P. B. Robinson, rep.,	1972
	Scattering,	5		Daniel Hardy, pro.,	94
1860	Daniel Saunders, Jr., dem.,	820	1888	Alvin E. Mack, rep.,	3177
	John R. Rollins, rep.,	646		D. F. McCarthy, dem.,	2521
1861	James K. Barker, rep.,	967	1889	Alvin E. Mack, rep.,	3530
	Benjamin F. Watson, dem.,	567		A. B. Bruce, dem.,	2332
	Scattering,	3	1890	J. W. Crawford, dem.,	2914
1862	William H. P. Wright, rep.,	805		Alvin E. Mack, rep.,	2815
	Nathaniel G. White, dem.,	506	1891	Lewis P. Collins, rep.,	3418
	James K. Barker, rep.,	87		D. F. McCarthy, dem.,	2766
1863	William H. P. Wright, rep.	759		C. R. Lawrence, pro.,	57
	N. P. H. Melvin, dem.,	632	1892	Henry P. Doe, dem.,	3448
1864	Alfred J. French, rep.,	720		Lewis P. Collins, rep.,	3025
	John Beetle, dem.,	615	1893	Alvin E. Mack, rep.,	3627
1865	Milton Bonney, rep.,	762		Charles G. Rutter, dem.,	3457
	Nicholas Chapman, dem.,	270	1894	Charles G. Rutter, dem.,	3874
1866	Pardon Armington, rep.,	894		John L. Brewster, rep.,	3624
	Nathaniel G. White, cit.,	828	1895	Charles G. Rutter, dem.,	3723
1867	N. P. H. Melvin, dem.,	959		George S. Junkins, rep.,	3641
	Lemuel A. Bishop, rep.,	831	1896	George S. Junkins, rep.,	4302
1868	N. P. H. Melvin, dem.,	1406		James F. Leonard, dem.,	3437
	Frederick Butler, rep.,	668	1897	George S. Junkins, rep.,	4241
1869	Frank Davis, rep.,	1551		James F. Leonard, dem.,	4225
	N. P. H. Melvin, dem.,	1396	1898	James H. Eaton, rep.,	4968
1870	N. P. H. Melvin, dem.,	1518		James E. Donoghue, dem.,	4083
	John B. Atkinson, rep.,	1363	1899	James H. Eaton, rep.,	4431
1871	S. B. W. Davis, rep.,	1665		John P. S. Mahoney, dem.,	4243
	John J. Doland, dem.,	1522	1900	James F. Leonard, dem.,	4515
1872	S. B. W. Davis, rep.,	1726		James H. Eaton, rep.,	4188
	John J. Doland, dem.,	1604	1901	James F. Leonard, dem.,	5058
	Daniel Hardy, pro.,	55		Richard W. Ellis, rep.,	3967
1873	John K. Tarbox, dem.,	1959	1902	James F. Leonard, dem.,	4604
	S. B. W. Davis, rep.,	1685		Alexander L. Grant, rep.,	4417
1874	*John K. Tarbox, cit.,	2211	1903	Alexander L. Grant, rep.,	5220
	Scattering,	24		James F. Leonard, dem.,	4101
1875	R. H. Tewksbury, rep.,	2396	1904	Cornelius F. Lynch, dem.,	5722
	N. P. H. Melvin, dem.,	1555		Henry B. Lane, rep.,	4019
1876	E. R. Hayden, dem.,	2162	1905	Cornelius F. Lynch, dem.,	4990
	William S. Knox, rep.,	1843		Moses Marshall, rep.,	4353
1877	Caleb Saunders, dem.,	2283	1906	John P. Kane, dem.,	5142
	A. A. Currier, rep.,	2010		Moses Marshall, rep.,	4623

*Elected without opposition.

1907	John P. Kane, dem.,	5178	1910	William P. White, rep.,	5157
	Robert F. Pickels, rep.,	3897		John T. Cahill, dem.,	4671
1908	John P. Kane, dem.,	4524		Joseph Donovan, ind.,	146
	William P. White, ind. cit.,	3540	1911	John T. Cahill, dem.,	5216
	Alvin E. Mack, rep.,	1950		Rudolph Miller, rep.,	3045
1909	W. P. White, rep., ind. l.,	6233			
	Michael F. Cronin, dem.,	3690			

COMMISSION GOVERNMENT

1912-13	Michael A. Scanlon,	5975	1918-19	John J. Hurley,	6506
	Michael J. Sullivan,	3977		John P. Kane,	4253
*1914	Michael A. Scanlon,	4968	1920-21	William P. White,	7342
	William P. White,	4801		William A. Kelleher,	4465
†1914-15	John P. Kane,	5474	1922-23	Daniel W. Mahony,	12,041
	William P. White	5177		William P. White,	8458
1916-17	John J. Hurley,	5786	1924-	Walter T. Rochefort,	11,391
	John P. Kane,	5258		Peter Carr,	11,133

*Died August 16, 1914.

†Elected at City Election to fill unexpired term.

TOWN AND CITY TREASURERS

1847	Daniel Saunders	1887-91	Edward P. Poor
1848	Nathaniel White	1892	Daniel C. O'Sullivan
1849	Daniel Saunders	1893-94	Walter R. Rowe
1850-52	George W. Sanborn	1895	Franklin B. Davis
1853	Brackets H. Clark	1896-97	Walter R. Rowe
1854	Daniel Hardy	1898-01	Arthur A. Bailey
1855-64	Nathaniel Wilson	1902-03	William H. Russell
1865-73	Robert H. Tewksbury	1904	Daniel F. Murray
1874	Elihu W. Colcord	1905-08	Barry T. O'Connell
1875-82	Albert V. Bugbee	1909	William N. Hamel
1883-86	Patrick Murphy	1910-	William A. Kelleher

VOTE ON LICENSE

*1881	Yes,	3158	—	No	1858	1900	Yes,	5623	—	No,	2892
1882	Yes,	3427	—	No,	1319	1901	Yes,	5812	—	No,	2868
1883	Yes,	3158	—	No,	968	1902	Yes,	5595	—	No,	3153
1884	Yes,	2441	—	No,	878	1903	Yes,	5965	—	No,	3376
1885	Yes,	2380	—	No,	1232	1904	Yes,	5188	—	No,	3749
1886	Yes,	2529	—	No,	1346	1905	Yes,	5692	—	No,	3602
1887	Yes,	2460	—	No,	2688	1906	Yes,	5515	—	No,	2944
1888	Yes,	3708	—	No,	1937	1907	Yes,	5931	—	No,	3177
1889	Yes,	2792	—	No,	2393	1908	Yes,	5931	—	No,	3743
1890	Yes,	3326	—	No,	2655	1909	Yes,	6145	—	No,	3292
1891	Yes,	3182	—	No,	3085	1910	Yes,	5280	—	No,	2493
1892	Yes,	2965	—	No,	4004	1911	Yes,	6389	—	No,	3117
1893	Yes,	3932	—	No,	3390	1912	Yes,	6224	—	No,	2813
1894	Yes,	3857	—	No,	3423	1913	Yes,	5969	—	No,	3367
1895	Yes,	4182	—	No,	3331	1914	Yes,	5520	—	No,	4918
1896	Yes,	4539	—	No,	3775	1915	Yes,	6089	—	No,	4844
1897	Yes,	4863	—	No,	3897	1916	Yes,	6617	—	No,	4527
1898	Yes,	5105	—	No,	3269	1917	Yes,	6854	—	No,	3736
1899	Yes,	5283	—	No,	2673	1918	Yes,	6173	—	No,	2614
						†1919	Yes,	9137	—	No,	2368

*Beginning of Local Option on the License Question.

†License for the sale of intoxicating liquors ceased with the operation of the National Prohibition Amendment in 1920.

Note: From 1852 to 1875 prohibition was in effect, except from 1870 to 1875 the sale of beers and light wines was permitted. From 1875 to 1881 the question was left to the discretion of the Board of Aldermen. From 1881 to 1920, local option in vogue — Question determined by the people and, until 1895, licenses were granted by the Board of Aldermen. In 1895 the first grant was made by the newly appointed License Commission. On July 1, 1888, the so-called High License statute went into effect, affecting the licenses granted the following May. The first License Commission comprised: John P. Sweeney, chairman; Walter E. Parker and James E. Donoghue.

JUDGES OF POLICE COURT

Joseph Couch (Trial Justice)	1846-1848	Nathan W. Harmon	1878-1887
William Stevens	1848-1876	Andrew C. Stone	1887-1905
William H. P. Wright (served)	1877	Jeremiah J. Mahoney	1905 to date

CHIEFS OF POLICE

Gilman F. Sanborn,	1847 to 1848	M. Batchelder,	August, 1875 to 1877
Nathaniel Ambrose,	1848 to 1849	James T. O'Sullivan,	1877 to 1878
James D. Herrick,	1849 to 1850	Moulton Batchelder,	1878 to 1881
Nathaniel Ambrose,	1850 to 1853	Hiram R. Neal,	1881 to 1882
Harvey L. Fuller,	1853 to 1854	James T. O'Sullivan,	1882 to 1885
Leonard Stoddard,	1854 to 1855	Hiram R. Neal,	1885 to 1886
Chandler Bailey,	1855 to 1856	James T. O'Sullivan,	1886 to 1888
Joseph H. Keyes,	1856 to 1857	Clinton P. Vose,	1888 to July, 1891
John S. Perkins,	1857 to 1859	John Sheehan,	July, 1891 to 1896
George W. Porter,	1859 to 1860	David Bailey,	1896 to 1898
Edmund R. Hayden,	1860 to 1861	Michael J. Murphy,	1898 to 1900
Noah Parkman,	1861 to 1862	James T. O'Sullivan,	1900 to 1906
John W. Porter,	1862 to 1864	John Sheehan,	1906 to 1909
Chandler Bailey, January to August, 1864		Richard Fox,	1909 to 1911
Chase Philbrick, August, 1864 to 1870		James T. O'Sullivan,	1911 to March, 1912
James E. Shepard,	1870 to 1871	*John J. Sullivan,	March, 1912 to 1914
Chase Philbrick,	1871 to 1873	Maurice F. McKenna,	1914 to 1918
Lyman Prescott,	1873 to 1875	*Timothy J. O'Brien	1918 to 1924
James M. Currier, January to August, 1875		Frederick A. Hilton, Jr.,	1924 to —

*Acting Chief of Police.

CHIEFS OF FIRE DEPARTMENT

James D. Herrick,	1849 to 1851	Dennis Wholley,	1877 to 1878
Samuel I. Thompson,	1851 to 1852	William E. Heald,	1878 to 1884
William M. Kimball,	1852 to 1854	Michael F. Collins,	1884 to 1885
Luther Ladd,	1854 to 1857	Zachary T. Merrill,	1885 to 1891
Lorenzo D. Sargent,	1857 to 1859	F. L. Calderwood, January to †June, 1891	
Luther Ladd,	1859 to 1862	Melvin Beal,	June, 1891 to 1900
Benjamin Booth,	1862 to 1868	Charles G. Rutter,	May, 1900 to 1909
George K. Wiggins,	1868 to 1871	J. A. Hamilton,	May, '09 to October, '10
Luther Ladd,	1871 to 1873	*William McCreddie, Oct., '10 to Feb., '11	
Albert R. Brewster,	1873 to 1875	Dennis E. Carey, February, 1911 to 1918	
Melvin Beal,	1875 to 1877	*Francis J. Morris,	1918 to —

*Acting Chief.

†Department reorganized, when the system of electing chief engineers was changed.

CLERKS OF POLICE COURT

William H. Parsons	Henry L. Sherman	William F. Moyes
William H. P. Wright	Jesse G. Gould	Daniel W. Mahony
Edgar J. Sherman	Henry F. Hopkins	Nathaniel E. Rankin
Charles E. Briggs		

CITY SOLICITORS

1854	Daniel Saunders, Jr.	1861	Gilbert E. Hood
1855	*Benjamin Boardman	1862-65	N. W. Harmon
	†George W. Benson	1866-67	Thomas Wright
1856	George W. Benson	1868-69	Thomas A. Parsons
1857-58	Daniel Saunders, Jr.	1870	Caleb Saunders
1859	N. W. Harmon	1871-73	Thomas A. Parsons
1860	B. F. Watson	1874	John C. Sanborn

*Resigned March 13.

†Elected March 20 to fill vacancy.

*1875-77		1892	Charles A. DeCourcy
1878-81	E. T. Burley	1893-98	Charles U. Bell
1882-83	John K. Tarbox	1899-05	John P. Kane
1884	William F. Moyes	1906-08	Daniel J. Murphy
1885	Andrew C. Stone	1909	Frederic N. Chandler
1886-87	William F. Moyes	1910-	Daniel J. Murphy
1888-91	William S. Knox		

*Original ordinance, establishing office of City Solicitor, was repealed February 10, 1875. This ordinance had been adopted February 28, 1854. Office re-established by ordinance February 18, 1878. During interval, 1875-77, it appears that attorneys were engaged as the occasion demanded.

POSTMASTERS OF LAWRENCE

*George A. Waldo, September, 1846 to 1848	Lewis G. Holt,	1890 to 1894
William Peirce,	John P. Sweeney,	1894 to 1898
Nathaniel Wilson,	Sidney H. Brigham,	1898 to 1902
Benjamin F. Watson,	Byron Truell,	1902 to 1906
George S. Merrill,	Louis S. Cox,	1906 to January, 1914
Patrick Murphy,	Michael F. Cronin,	1914 to May, 1922
	James R. Tetler,	May, 1922 to —

*When George A. Waldo was first appointed the Post-office, now designated as Lawrence, was known as Merrimack, the latter name being retained until the incorporation of the town in 1847.

STATE SENATORS AND REPRESENTATIVES

SENATORS FROM LAWRENCE

1851	Daniel Saunders, Jr.	1897	James H. Derbyshire
1853	Thomas Wright	1898	Joseph J. Flynn
1854	Thomas Wright	1899	Charles F. Sargent
1856	Benjamin Osgood	1902	Archie N. Frost, R.
1863	Thomas Wright	1903	Archie N. Frost, R.
1864	Thomas Wright	1904	Joseph J. Flynn, D.
1872	John K. Tarbox	1906	Louis S. Cox, R.
1873	Nathan W. Harmon	1907	Joseph Donovan, R.
1874	Horace C. Bacon	1908	Dennis E. Halley, D.
1877	Byron Truell	1911	Dennis E. Halley, D.
1878	Byron Truell	1912	Dennis E. Halley, D.
1880	Andrew C. Stone	1913	Dennis E. Halley, D.
1882	Andrew C. Stone	1914	James R. Tetler, R.
1887	Edward F. O'Sullivan	1915	James R. Tetler, P. P., R.
1888	William T. McAlpine	1916	James R. Tetler, P. P., R.
1889	Edward F. O'Sullivan	1917	James R. Tetler, R., D.
1892	Richard A. Carter	1918	James R. Tetler, R.
1893	Richard A. Carter	1919	Edward Callahan, D.
1894	George L. Gage	1920	Frederick Butler, R.
1895	George L. Gage	*1921-22	Frederick Butler, R.
1896	James H. Derbyshire	1923-24	Richard A. Gibbons, D.

*State officers henceforth elected for two-year terms.

Note: In the years not mentioned in the above list, the Senator serving came from elsewhere in the district. In the earlier years the Senatorial district, including Lawrence, comprised practically the whole of Essex County. Party designation is given where there has been a record of such.

REPRESENTATIVES FROM LAWRENCE

1851	James K. Barber, Morris Knowles, George D. Luna.
1852	E. B. Currier, Charles S. Merrill, Josiah Osgood.
1853	Enoch Bartlett, Enoch Pratt, David Wentworth.
1854	Amassa Bryant, Timothy V. Coburn, John A. Goodwin.
1855	John Gale, Benjamin Harding, James R. Johnson.
1856	John Gale, Benjamin Harding, Thomas W. Floyd.

- 1857 Walker Flanders, William Hardy, Nathan W. Harmon.
- 1858 William Hardy, John C. Hoadley.
- 1859 A. J. French, George W. Benson.
- 1860 Thomas A. Parsons, Henry K. Oliver.
- 1861 Thomas A. Parsons, Harrison D. Clement, Cyrus Williams.
- 1862 John J. Doland, Harrison D. Clement, Cyrus Williams.
- 1863 John J. Doland, Lemuel A. Bishop.
- 1864 Thomas A. Parsons, Lemuel A. Bishop.
- 1865 Henry Barton, Edgar J. Sherman.
- 1866 Henry Barton, Edgar J. Sherman.
- 1867 William H. P. Wright, Henry M. McIntire, Albert Blood.
- 1868 William H. P. Wright, Albert Blood, John K. Tarbox.
- 1869 William A. Russell, Frederick Butler.
- 1870 John K. Tarbox, Patrick Sweeney, Robert Bower.
- 1871 John K. Tarbox, Robert Bower, George E. Davis.
- 1872 Horace C. Bacon, Patrick Murphy.
- 1873 George E. Davis, Horace C. Bacon.
- 1874 William S. Knox, Henry J. Couch.
- 1875 William S. Knox, Byron Truell.
- 1876 Byron Truell, Edwin Ayer.
- 1877 Timothy Dacey, John C. Sanborn, Levi Emery, Edwin Ayer.
- 1878 Michael Rinn, Abel Webster, Levi Emery, Melvin Beal.
- 1879 Abel Webster, Joseph J. Nichols, Levi Emery, Jesse Moulton.
- 1880 Henry P. Danforth, Joseph J. Nichols, Edward P. Poor, Daniel F. Dolan.
- 1881 Daniel Donovan, Joseph J. Nichols, Edward P. Poor, Thomas Scott.
- 1882 Dennis Gilmartin, Dennis A. Sullivan, Jonathan D. Boothman, John B. Campbell.
- 1883 Dennis Gilmartin, Dennis A. Sullivan, Samuel M. Davis, Daniel F. Dolan.
- 1884 Edward F. O'Sullivan, Henry P. Danforth, John H. Stafford, Richard T. Butler.
- 1885 Edward F. O'Sullivan, John F. McQueeney, Charles Murphy, Milton B. Townsend.
- 1886 Timothy F. O'Hearn, John F. McQueeney, James Murphy, Milton B. Townsend.
- 1887 Timothy F. O'Hearn, Michael Carney, William J. Hinchcliffe, Harry M. Eames.
- 1888 Michael F. Sullivan, Michael Carney, William J. Hinchcliffe, Harry M. Eames.
- 1889 Michael F. Sullivan, John F. Howard, Phineas W. Haseltine, John H. Stafford.
- 1890 John O'Brien, John F. Howard, Richard A. Carter, John H. Hulford.
- 1891 John O'Brien, William Cannon, Richard A. Carter, Frank McAnnally.
- 1892 Dennis E. Halley, William Cannon, William H. Hart, Frank McAnnally.
- 1893 Dennis E. Halley, Thomas A. Brooks, James H. Derbyshire, John Haigh.
- 1894 John M. Lynch, Thomas A. Brooks, James H. Derbyshire, John Haigh.
- 1895 John M. Lynch, Joseph J. Flynn, Harry R. Dow, Charles F. Sargent.
- 1896 Cornelius F. Sullivan, Joseph J. Flynn, Harry R. Dow, Charles F. Sargent.
- 1897 George B. Smart, Benjamin C. Ames, Richard Cullinane, Cornelius F. Sullivan.
- 1898 George B. Smart, Richard Cullinane, Joseph H. Joubert, Cornelius F. Sullivan.
- 1899 Archie N. Frost, R., Richard Cullinane, D., William Daly, D., Mortimer D. A. Murphy, D.
- 1900 Archie N. Frost, R., Amedee Cloutier, D., William Daly, D., Mortimer D. A. Murphy, D.
- 1901 Archie N. Frost, R., Amedee Cloutier, D., Jeremiah J. Desmond, D., John T. Maloney, R.
- 1902 Karl M. Ebert, R., Jeremiah J. Desmond, D., Simon B. Ryan, D., J. T. Maloney, R.
- 1903 John H. Spinlow, R., Dennis H. Finn, D., Simon B. Ryan, D., Frank J. Stanley, D.
- 1904 Otto Mueller, D., Edward C. Callahan, D., Dennis H. Finn, D., William J. Graham, D.
- 1905 John H. Spinlow, R., Dennis C. Callahan, D., William J. Graham, D., John P. Whelan, D.
- 1906 Emil J. Muehlig, R., Edward C. Callahan, D., William J. Graham, D., William A. Kelleher, D.
- 1907 Emil J. Muehlig, R., William A. Kelleher, D., George S. J. Hyde, R., William J. Graham, D.
- 1908 George McLane, Jr., R., William A. Kelleher, D., George S. J. Hyde, R., William J. Graham, D.
- 1909 Alfred J. Burckel, R., William A. Hester, D., James R. Tetler, R., William J. Graham, D.

- 1910 Alfred J. Burckel, R., William A. Hester, D., James R. Tetler, R., William J. Graham, D.
- 1911 John C. Sanborn, D., Frederick W. Schlapp, D., Eugene A. McCarthy, Jr., D., Charles H. Morgan, R., William J. Graham, D.
- 1912 John C. Sanborn, D. P., D., Frederick W. Schlapp, D. P., Daniel Fitzpatrick, D., Charles H. Morgan, R., William J. Graham, D.
- 1913 John C. Sanborn, D., Frederick W. Schlapp, D., Daniel Fitzpatrick D., Charles H. Morgan, R., William J. Graham, D.
- 1914 Arthur Bower, R., John E. Cuddy, Jr., D., Peter Carr, D., Frederick Butler, R., James T. O'Dowd, D.
- 1915 Arthur Bower, P. P., R., Peter Carr, D., Frederick Butler, R., P. P., James T. O'Dowd, D.
- 1916 Frederick Butler, R., George Bunting, R., Michael H. Jordan, D., James T. O'Dowd, D., Frederick W. Schlapp, D.
- 1917 Frederick Butler R., George Bunting, R., Michael H. Jordan, D., Michael A. Flanagan, D., Arthur Bower, R.
- 1918 Arthur Bower, R., Michael H. Jordan, D., Frederick Butler, R., Michael A. Flanagan, D.
- 1919 Michael H. Jordan, D., Alfred Bradbury, R., Michael A. Flanagan, D.
- 1920 Michael H. Jordan, D., Alfred Bradbury, R., James P. Donnelly, D.
- *1921-22 Michael H. Jordan, D., Albert L. Kerr, R., David D. Daley, D.
- 1923-24 Eugene B. Griffin, D., Michael H. Jordan, D., James E. Warren, D., David D. Daley, D.

*State officers henceforth elected for two-year terms.

Note: Party designation is given where there has been a record of such.

DESTRUCTIVE FIRES

		Loss
1849	November 28. The Merrimack House on Turnpike, near Tremont Street,	\$25,000
1850	February 28. The Bangor block and five other houses on Common Street, near Newbury,	12,000
	August 16. Car shops of the Boston & Maine Railroad in South Lawrence,	25,000
1851	February 11. The armory of the Lawrence Light Infantry, with its contents, and B. H. Clark's store on Merchants' Row, consumed,	12,000
1859	August 12. The United States Hotel, Church Block, Courthouse burned, also spire of Unitarian Church destroyed,	52,000
1860	May 2. Wilson & Allyn's factory on Lowell Street,	20,000
	August 26. W. W. Briggs' cashmere mill at mouth of Spicket,	18,000
1865	January 27. Everett Mills' dye house,	50,000
	September 26. Russell paper mill,	20,000
1866	May 14. Ashworth's brewery, and Flanders & Severance's shop in the Essex yard,	15,000
	June 28. Pemberton Mills' storehouse, containing \$40,000 worth of yarn	
	August 12. Boston & Maine car shops in South Lawrence,	100,000
	October 9. The Arlington Mills totally consumed,	200,000
1867	April 8. Desmond's hat factory on Broadway,	40,000
	September 1. Gale & Ames' carriage shop on Lowell Street,	12,000
1868	November 17. H. K. Webster's grist mill, Pillsbury's machine shop and Davis' foundry, loss about,	30,000
1869	July 8. Thomas S. Stratton's hat factory in Essex yard,	17,000
	September 3. O'Sullivan Bros.' hat factory on Daisy Street,	35,000
1870	October 19. Lawrence Lumber Co.'s planing mill on Lowell Street,	125,000
1871	June 23. The building at northeast corner of Common and Amesbury Streets and Stowell's shop burned,	30,000
	July 18. Clement & Cressey's shops in Essex yard,	17,000
1875	October 4. West wing of Washington Mills,	50,000
1877	October 11. Everett Mills' dye house,	18,000
1878	January 13. Pacific Mills' print works,	130,000
	September 1. Gale's carriage shop on Lowell Street,	20,000
1881	July 17. The Broadway Bridge over the Merrimack,	60,000
1882	June 23. Pacific Mills' storehouse,	400,000

		Loss
1883	August 6. Wright Manufacturing Co.'s braid mill.	\$150,000
1885	January 1. Lawrence Lumber Co.'s building, Essex yard, also Briggs & Allyn's shops.	17,000
	February 18. Russell paper mill,	30,000
	March 18. Packard schoolhouse in South Lawrence,	25,000
	September 12. Lee, Blackburn & Co.'s chemical works at which Fireman James Keegan lost his life by falling into a vat of vitriol.	
1886	April 10. The river building of the Pemberton Mills, when George McKenzie and John Miller were fatally burned,	100,000
1887	May 4. The Union Street (Duck) Bridge over the Merrimack	
	May 17. No. 1 mill of the Washington corporation,	150,000
1890	January 13. Merrimack Spinning Co.'s mill on Island Street,	20,000
1892	April 15. Boston & Maine freight depot on Broadway,	30,000
1896	October 25. Washington Mills.	200,000
1897	March 22. Gleason Building, on Essex Street,	62,000
1899	March 25. D. W. Pingree Co.'s box shop	13,500
	November 13. Hartley Brothers' wool scouring mill on Island Street,	13,500
1902	October 17. Hamblett Machine Co.'s shop on Island Street,	14,000
	December 30. F. P. Berry & Co's furniture store, and W. H. Godfrey's storehouse on Essex Street,	15,800
1907	July 23. City Flour Mills on South Broadway totally destroyed,	90,000
1908	December 14. G. W. Dodson Co.'s stove store and plumbing shop (Adams' Block) on Essex Street,	25,000
1910	March 15. National Fiber Board Co.'s plant (known as the Clegg Mill) on the South Canal,	21,500
	December 7. Old High School building on Haverhill Street totally destroyed,	60,000
1911	January 25. Plymouth fiber mills on Marston Street,	41,000
	April 28. Maria Lee burned to death in a tenement fire at 111 Exchange Street.	
	August 28. Bradley block of ten-footers on Essex Street,	25,000
	October 19. Archibald Wheel Co's plant,	50,000
	November 13. H. K. Webster's grain elevator and storehouse,	25,000
1912	December 17. Lawrence Boiler Works plant on Water Street,	20,000
1913	February 7. Lawrence Street Congregational Church totally destroyed,	23,000
1914	December 26. Smith Machine Shop building on Essex Street,	32,500
1916	March 31. Jak Katz and Joseph E. Walworth residences on Campo Seco Street, former totally destroyed and Mrs. Aaron A. Currier and daughter, Ella Currier, burned to death,	48,000
1917	November 4. R. J. Macartney Company's clothing store, 431-5 Essex Street,	47,000
	December 22. Boston & Maine roundhouse,	22,000
1918	March 2. M. J. Sullivan, Inc., furniture store, 226 Essex Street,	44,241
1920	November 7. Sweeney heirs' building, 98-124 Essex Street,	27,483
1921	February 21. Klous shoddy mill on Holly Street. William Hoffman found dead in ruins. Albert Bernier and George Kozloski died of burns later,	48,000
	May 12. Archibald Wheel Company plant and adjoining property on West Street,	260,000
1923	January 20. Eight lives lost in tenement house fire at 349-351 Elm Street. The victims were Lucia, Maria, Rosa, Angelina and Giuseppe DiGloria, Mary S. Kaled, and Joseph and Romanus Reesha.	17,300
	February 12. Abrahams' furniture store, 133 Essex Street,	55,568
	August 18. Old Boston & Maine beer sheds in Boston & Maine court, occupied as storehouses by several grocery and provision concerns.	74,216
1924	March 14. Treat Hardware Corporation, (old Brechin Block) corner Essex and Broadway; building and contents, a total loss,	300,000

WAR RECORDS

WARS OF '61 AND '98

DURING the Civil War, Lawrence responded quickly and generously to the calls of the National Government for the preservation of the Union. Soldiers from this city were engaged in practically all the major movements of the Federal land forces, and Lawrence men, enlisted in the Navy, participated in important naval battles. About one-seventh of the population served in the Army and Navy, and the remainder were active at home in movements for the benefit and comfort of the men in the service of the country.

For several years prior to 1861, Lawrence had maintained two well-organized and disciplined companies in the State militia. These companies were among the first to offer their services when the Rebellion reared its head. Early in January, 1861, and long before the blow fell upon Fort Sumter, the Lawrence companies, together with the others composing the Sixth Regiment, tendered their services to the Governor whenever they might be needed. This was the first offer of organized troops for the defense of the National Government. Lawrence blood was the first to be spilled in that famous passage of the Sixth Regiment through Baltimore on April 19, 1861, when Sumner H. Needham gave his life for his country.

Statistics show that Lawrence did her full duty in the Civil War, and from 1861 to 1865 furnished 2,617 volunteers and drafted men, a surplus of 224 above all calls made upon her. Of this number, 202 were killed in battle or died of wounds and other causes while in the service. There were 15 companies raised in Lawrence, and 93 men from this city served as commissioned officers. Many Lawrence men also served in companies raised elsewhere in the State. Some joined regiments in other States, and the regular army.

Two companies of the first armed regiment to arrive at Washington in the defense of the capital came from Lawrence — Companies F and I of the Sixth Infantry (three months) Regiment, M. V. M. The regiment departed from Boston, April 17, 1861. In the march through Baltimore two days later it was attacked by a mob. Here Sumner H. Needham of Company I was killed, the first martyr of the Rebellion. Needham had his skull crushed by a blow from a paving stone. Three other members of the regiment were killed, and 15 wounded in this clash. It is estimated that 100 of the mob were killed by the guns of the soldiers who fired 1,000 rounds of ammunition.

The Sixth was mustered into the United States service at Washington, April 22, 1861. It was engaged in the protection of the capital, and also participated in the taking of Baltimore. On August 2, 1861, the regiment

was mustered out on Boston Common, ten days over its time of service. There were 747 men and officers in this regiment, and 555 of them reënlisted in other regiments. One hundred and fifty-five of these became officers, and 40 were killed in subsequent battles.

Benjamin F. Watson of Lawrence went away with the old Sixth as a major, and was later promoted to lieutenant colonel of the regiment. When the militia companies left Lawrence, Capt. Benjamin F. Chadbourne was in command of Company F, and Capt. John Pickering of Company I. On May 4, Captain Chadbourne resigned and he was succeeded by Melvin Beal.

Company F (Capt. Frank Rolfe) and Company K (Capt. Joseph W. Kimball), First Heavy Artillery (three years) Regiment, M. V., were recruited in Lawrence. Both captains were killed in action; Rolfe, May 19, 1864, at Spottsylvania, and Kimball, June 22, 1864, at Petersburg. Company K was raised by Capt. Samuel Langmaid, but he resigned, being succeeded by Captain Kimball. Rolfe held the rank of major when he was killed.

Levi P. Wright of Lawrence was mustered in July 5, 1861, as major in the First Massachusetts Heavy Artillery. He was promoted to lieutenant colonel June 1, 1862. Because of his knowledge of bridge and railroad construction he was transferred to General Sherman's staff in the west, and took part in the famous march to the sea in 1864. He became a colonel January 20, 1865. Colonel Wright and Col. Lorenzo D. Sargent were the only Lawrence men to reach a colonelcy during the war.

The First Massachusetts Heavy Artillery was originally raised as the 14th Infantry Regiment, M. V., in the summer of 1861. As an artillery regiment it was sent in defense of the capital, and manned the forts at Alexandria. Here it remained until May, 1864, when, with other artillery units, it was ordered to the front. The regiment, acting as infantry, joined the Army of the Potomac near Spottsylvania, Va., and entered with it into General Grant's campaign of 1864, being assigned to General Tyler's Division, Second Army Corps. It took part in its first engagement May 19, 1864, on the Fredericksburg Road, near Ny River in the vicinity of Spottsylvania. Afterwards, as part of the Second Brigade, Third Division, it was engaged in the battles of North Anna and Cold Harbor, and, crossing the James River, June 14, it took part in the assault on Petersburg, June 16 and 22. The regiment remained actively engaged in the siege of Petersburg until April, 1865, and participated, after the fall of the city, in the pursuit of the Confederates. After General Lee's surrender it was stationed at the forts in the vicinity of Washington until it was mustered out in August.

The regiment lost heavily at Spottsylvania and Petersburg. Many Lawrence men were killed in these battles. Forty-six Lawrence men died in the service while connected with the First Massachusetts Heavy Artillery. Of these 22 were killed in action; ten died of wounds, and

14 died of disease and other causes. The regiment had 104 killed in action, and 360 died of wounds, disease, etc. There were 3,439 who served in the organization.

On June 27, 1861, a company which was recruited in Lawrence by William Sullivan, Jr., was mustered into the 40th (Mozart) Infantry, a volunteer regiment of New York. It became Company K of that unit. Sullivan, while a student at Holy Cross College, had secured permission to enlist a company of soldiers for duty in the field. He found no difficulty in securing volunteers, but when his company was organized, the quota for Lawrence was full and he was ordered to disband. Hearing of the Mozart Regiment, he accepted an invitation to join it. He and his company were mustered into the service at Yonkers, and they distinguished themselves through the war. There were three other companies from Massachusetts in this regiment.

According to the historian of the Mozart Regiment, it participated in 45 battles, from Bull Run to Appomattox. It figured in every serious engagement in which the Army of the Potomac took part, with the exception of Antietam. Just before this battle, its ranks were so depleted by losses in conflict and from disease that cessation of activity became imperative, and the regiment was for a time assigned to the defense of Washington.

Captain Sullivan was killed in action, December 13, 1862, at Fredericksburg. His body was never recovered, and the remains now lie in an unknown grave. It is said that his watch and sword were later found in the possession of a man residing in Florida, who had served in the rebel army, but he refused to give them up.

Floyd in his history of the Mozart Regiment has this to say about the acquisition of the company from Lawrence: "It brought into the Mozart Regiment a body of young Irish volunteers who were a credit not only to themselves and the regiment, but to the State of Massachusetts, and the City of Lawrence. They were a wild lot of fellows at first, but their commander, Captain Sullivan, had full control of them and they respected him."

The Mozart Regiment suffered its greatest losses at Fair Oaks, the Second Battle of Bull Run, Chantilly, Fredericksburg, Gettysburg, the Wilderness, Spottsylvania and the Siege of Petersburg. It had 1,088 casualties, including 170 killed in action; fatally wounded, 85; others wounded, 572; missing in action, 261. There were 117 who died of disease and other causes. Twenty-nine hundred and twenty served in the organization.

In September and October, 1861, Col. Edward F. Jones, who had commanded the original Sixth Infantry, M. V. M., in its eventful three months' service, recruited the 26th Infantry (three years) Regiment, M. V. Upon being mustered into service, it was sent to the Department of the Gulf, and became a part of General Butler's expedition. This

regiment included Company F (Capt. Edward Caufy) and Company I (Capt. John Pickering), both of which were raised in Lawrence. It participated in the engagements about New Orleans. While there, a detachment of the regiment, under Captain Pickering of Lawrence, formed a part of an expedition across Lake Pontchartrain. In August the regiment was ordered to the Shenandoah Valley, Virginia, and it took part with General Sheridan's army in the movements about Charlestown, Halltown and Berryville. It was engaged with Sheridan at the time of his historic ride to Winchester, and his turning of defeat into victory, so graphically told in the poem, "Sheridan's Ride."

The 26th Massachusetts had 43 killed in action; 194 died of wounds, disease, etc. There were 2,101 who served in the regiment.

The last company raised in Lawrence in 1861 was Company G, 30th Infantry (three years) Regiment, M. V. The commander was Capt. Daniel S. Yeaton, who died at New Orleans, November 28, 1862. The 30th Massachusetts Infantry Regiment was also sent to the Department of the Gulf, and it participated in the engagements about New Orleans, including the Battle of Baton Rouge. In 1864 it was likewise transferred to the Shenandoah Valley. The activities of the 30th were about the same as those of the 26th Massachusetts, except the 30th Regiment remained on provost duty for a year after the war. Most of the losses in both of these regiments were from disease. The 30th Massachusetts had 27 killed in action; 344 died of wounds, disease, etc.; 2,064 served.

In the summer of 1862, following McClellan's defeat on the Peninsula, there was a call for 300,000 volunteers for three years, and for 300,000 more for nine months' service. Company C (Capt. Stephen D. Stokes) of the 40th Infantry (three years) Regiment, M. V., was raised in Lawrence. When mustered into service, this regiment was assigned to picket and guard duty in the vicinity of Washington, where it remained during the autumn and winter of 1862-63. It joined the Army of the Potomac in the pursuit of Lee's Army into Virginia. Among the important engagements in which it participated were the battles at Fort Wagner, Gainesville, Drury's Bluff, Cold Harbor and Petersburg. This regiment had 46 killed in action; 146 died of wounds, disease, etc.; 1,167 served.

In November, 1862, the 41st Infantry (three years) Regiment, M. V., was recruited, with Company B from Lawrence. This company was raised by Capt. Lorenzo D. Sargent. When the battalion containing the local company was full, the Governor commissioned Sargent as major, and Edward L. Noyes became captain of Company B, with Cyrus T. Batchelder as first lieutenant, and Charles Stone second lieutenant. All of these commissions were dated August 27, 1862. The regiment was sent to the Department of the Gulf, taking up its quarters at Baton Rouge, La., and remaining in the defense of New Orleans until May 1, 1864. On January 1, 1863, the 41st Massachusetts Infantry became the Third Massachusetts Cavalry (dismounted) Regiment. Upon the resignation of

Lieut.-Col. Alanson D. Wass on January 31, 1863, Major Sargent was promoted to lieutenant colonel. On June 17, following, Colonel Chickering resigned, and Lieut.-Col. Sargent was appointed colonel. The regiment took part in the Têche expedition, the siege of Port Hudson and the Red River campaign, and after being transferred to Maryland, it participated in the battles at Opequon and Cedar Creek. Two thousand six hundred and sixty-three served in the regiment. Of these 60 were killed in action and 203 died of wounds, disease, etc.

In the Fourth Infantry (nine months) Regiment, M. V., recruited in 1862, were Companies B and H from Lawrence. Company B was raised by Capt. Eben T. Colby who was later promoted to lieutenant colonel of the regiment. He was succeeded, as captain, by First Lieut. George S. Merrill, and Second Lieut. John K. Tarbox became first lieutenant of the company. Company H was recruited by Capt. John R. Rollins. This regiment formed part of the land forces at Port Hudson, when Banks united with Admiral Farragut in the expedition to gain possession of the Mississippi. The Fourth was attached to the First Brigade, Third Division, commanded by Colonel Ingraham. In the expedition against Port Hudson the regiment bore a conspicuous part. The Fourth Massachusetts had eight killed in action; 131 died of wounds, disease, etc.; 1,002 served in the regiment.

Of the Sixth Infantry (nine months) Regiment, M. V., raised in 1862, Company I (Capt. Augustus L. Hamilton) was recruited in Lawrence. Melvin Beal of Lawrence was made lieutenant colonel. Twenty-seven of the commissioned officers of this regiment had served under the three months' enlistment, and seven of the companies were the same. The regiment proceeded to Fortress Monroe, and spent its term of service in the vicinity. It engaged in action at Deserted House, Va., and in the siege of Suffolk. The regiment had eight killed in action; 19 died of wounds and other causes; 938 served.

Company F, 48th Infantry (nine months) Regiment, M. V., was organized here by Capt. Edgar J. Sherman. Charles H. Littlefield was sergeant. This regiment was sent to the Department of the Gulf, and was engaged around Port Hudson. It had 11 killed in action; 53 died of wounds, disease, etc.; 1,025 served.

The last company of soldiers recruited in Lawrence during the Civil War was Company K (Capt. Edgar J. Sherman) of the Sixth Infantry (100 days) Regiment, M. V. Moulton Batchelder was first lieutenant of the company. The regiment was mustered into service in July, 1864, with little change in the staff and field officers from those of the nine months' Sixth Infantry Regiment, M. V. Melvin Beal retained his rank as lieutenant colonel. The regiment was ordered to Washington, where it remained on guard duty at Arlington Heights, later being transferred to Fort Delaware, Del. While it was in the service seven of its members died of disease.

LAWRENCE MARTYRS IN REBELLION

The following is a list of Lawrence men who were killed in action, or died of wounds and other causes, while in the service:

SIXTH INFANTRY (THREE MONTHS) REGIMENT, M. V.

Sumner H. Needham, Co. I, killed by mob, April 19, 1861, at Baltimore.

FIRST HEAVY ARTILLERY (THREE YEARS) REGIMENT, M. V.

Maj. Frank A. Rolfe, killed in action, May 19, 1864, Spottsylvania.
 Capt. Joseph W. Kimball, Co. K, killed in action, June 22, 1864, Petersburg.
 Capt. Albert A. Davis, died of wounds, June 21, 1864.
 Sergt. William H. Tainter, killed in action, June 16, 1864, Petersburg.
 George C. Durgin, Co. A, killed in action, May 19, 1864, Spottsylvania.
 George Farrington, Co. B, killed in action, May 19, 1864, Spottsylvania.
 Frank D. Jackman, Co. B, killed in action, May 19, 1864, Spottsylvania.
 Benjamin W. Simonds, Co. B, died, January 29, 1863, Harper's Ferry, Va.
 John F. Small, Co. B, died of wounds, June 29, 1864.
 Sergt. William H. Spaulding, Co. F, killed in action, June 16, 1864, Petersburg.
 Lucius Clifford, Co. F, died, May 2, 1865, Lawrence.
 Charles S. Irish, Co. F, killed in action, March 25, 1865, Petersburg.
 Elisha B. Johnson, Co. F, died, May 17, 1862.
 George S. Kent, Co. F, killed in action, June 16, 1864, Petersburg.
 Joseph W. Moore, Co. F, killed in action, June 16, 1864, Petersburg.
 Stanley Ryder, Co. F, died of wounds, June 12, 1864, Washington, D. C.
 George S. Cuttler, Co. F, killed in action, June 16, 1864, Petersburg.
 John Hale, Co. F, died, October 18, 1864, Andersonville, Ga.
 Jeremiah McNamara, Co. F, died, November 28, 1864, Lawrence.
 Eleazer Washburn, Co. F, killed in action, May 19, 1864, Ny River, Va.
 Sergt. George P. Cummings, Co. K, died of wounds, September 9, 1864, Alexandria, Va.
 Sergt. Webster W. Wallace, Co. K, died of wounds, July 26, 1864, Ashburnham, Mass.
 Franklin LaBounty, Co. K, killed in action, May 19, 1864, Spottsylvania.
 Roswell E. Morse, Co. K, died of wounds, July 9, 1864, Fairfax Seminary, Va.
 Herman L. Page, Co. K, died of wounds, July 7, 1864, Washington, D. C.
 Mahew C. Wiggin, Co. K, died, November 8, 1864, Andersonville, Ga.
 Thomas C. Ames, Co. K, killed in action, June 16, 1864, Petersburg.
 Robert Atkinson, Co. K, killed in action, May 19, 1864, Spottsylvania.
 William H. Collins, Co. K, died of wounds, June 17, 1864, Washington, D. C.
 John Conners, Co. K, died of wounds, June 18, 1864, Petersburg.
 Robert Crosby, Co. K, killed in action, May 19, 1864, Spottsylvania.
 Cornelius Hall, Co. K, died, May 19, 1864, Spottsylvania.
 William H. Hoyle, Co. K, died, September 5, 1863, Fort Albany, Va.
 Alfred A. Holt, Co. K, killed in action, May 19, 1864, Spottsylvania.
 Jonas G. Learned, Co. K, died, September 2, 1864, Andersonville, Ga.
 John H. Melvin, Co. K, died, October 13, 1863, Fort Albany, Va.
 Samuel Melvin, Co. K, died September 20, 1864, Andersonville, Ga.
 George W. Merrow, Co. K, died of wounds, May 24, 1864, Bell Plain, Va.
 Stephen Murphy, Co. K, killed in action, May 19, 1864, Spottsylvania.
 Frank Rafferty, Co. K, killed in action, May 19, 1864, Spottsylvania.
 Asa Rowe, Co. K, died, August 10, 1864, Andersonville, Ga.
 Thomas Shea, Co. K, died, May 31, 1865, Portsmouth Grove, R. I.
 Stewart Smith, Co. K, killed in action, May 19, 1864, Spottsylvania.
 Haverly A. Stoddard, Co. K, killed in action, May 19, 1864, Spottsylvania.
 Justus W. Webster, Co. K, killed in action, June 16, 1864, Petersburg.
 Daniel Whittemore, Co. K, died, June 8, 1864, hospital at Philadelphia.

40TH (MOZART) NEW YORK INFANTRY V.

James F. Burns, Co. K, killed in action, September 1, 1862, Chantilly.
 Patrick Clynes, Co. K, killed in action, December 13, 1862, Fredericksburg.
 Thomas Comer, Co. K, killed in action, December 13, 1862, Fredericksburg.
 William Cushing, Co. K, died of wounds, July 16, 1864, Washington, D. C.

Thomas Fennessy, Co. K, died, November 7, 1861.
 Michael Harding, Co. K, killed in action, July 2, 1863, Gettysburg.
 John Hickey, Co. K, killed in action, August 29, 1862, Bull Run.
 John Kenny, Co. K, killed in action, December 13, 1862, Fredericksburg.
 Timothy McCarthy, Co. K, died of wounds, September 27, 1862, Philadelphia.
 Dominick Mulaney, Co. K, killed on detached service, April 12, 1862, Alexandria.
 Thomas O'Brien, Co. K, killed in action, July 2, 1863, Gettysburg.
 William Sullivan, Jr. (Capt.), Co. K, killed in action, December 13, 1862, Fredericksburg.
 John Sheehan, Co. K, died of wounds, October 14, 1862, Washington, D. C.
 Jeremiah D. Slattery, Co. K, died of wounds, July 15, 1863, Gettysburg.
 Patrick Walsh, Co. K, killed in action, August 29, 1862, Bull Run.

26TH INFANTRY (THREE YEARS) REGIMENT, M. V.

Alonzo Gray, Co. D, died, July 16, 1862, New Orleans.
 Patrick Donnelly, Co. F, died, January 20, 1863, New Orleans.
 George Goodall, Co. F, died, January 6, 1865, Philadelphia.
 Felix McBride, Co. F, died, November 8, 1863, New Orleans.
 James McCabe, Co. F, died, October 8, 1863, New Orleans.
 James Murphy, Co. F, died, October 18, 1863, New Orleans.
 William W. Nichols, Co. F, died, October 26, 1863, New Orleans.
 Calvin M. White, Co. F, died, August 27, 1862, New Orleans.
 Thomas White, Co. F, died, December 12, 1862, New Orleans.
 William T. Holt, Co. I, died of wounds, July 12, 1863, in hands of enemy.
 George W. Smith, Co. I, died, July 18, 1862, New Orleans.
 Timothy Ham, Co. I, died, February 11, 1865, in rebel prison.
 Stephen D. Huntington, Co. I, died, July 28, 1862, New Orleans.
 Alexander Morrison, Co. I, died, May 11, 1864, New Orleans.
 James O'Brien, Co. I, died, October 8, 1864, Winchester, Va.
 Oliver L. Pray, Co. I, died, July 5, 1862, New Orleans.
 Michael S. Smith, Co. I, died, July 17, 1862, New Orleans.
 John Sullivan, Co. I, died, October 20, 1862, New Orleans.
 Francis R. Thorne, Co. I, died, June 28, 1864, New Orleans.
 George W. Wheeler, Co. I, died, July 25, 1862, New Orleans.

30TH INFANTRY (THREE YEARS) REGIMENT, M. V.

Michael Minnihan, Co. B, died in November, 1861, Lawrence.
 Dennis M. Parker, Co. B, died, October 10, 1862, New Orleans.
 Thomas Armstrong, Co. D, died, October 3, 1863, Baton Rouge, La.
 Irwin W. Jones, Co. D, died, March 2, 1865, Annapolis, Md.
 Edward Kenny, Co. E, killed in action, October 19, 1864, Cedar Creek.
 Sergt. Daniel Moriarty, Co. F, killed in action, July 13, 1863, Donaldsonville, La.
 Capt. Daniel S. Yeaton, Co. G, died, November 28, 1862, New Orleans.
 John C. Fay, Co. G, died, June 12, 1862, New Orleans.
 George W. Ricker, Co. G, died, December 8, 1862, New Orleans.
 Samuel Bateman, Co. G, died, August 22, 1862, Carrollton, La.
 Miles Clark, Co. G, died, October 3, 1863, Franklin, La.
 Thomas H. Cooper, Co. G, died, December 5, 1862, New Orleans.
 Charles M. Craffy, Co. G, died, August 8, 1862, New Orleans.
 George Houghton, Co. G, died, July 30, 1862, Baton Rouge.
 John McDonald, Co. G, died, August 19, 1862, New Orleans.
 George O. Merrow, Co. G, died, June 28, 1862, New Orleans.
 Henry O'Brien, Co. G, died, December 6, 1863, Baton Rouge.
 William H. Pike, Co. G, died of wounds, June 5, 1863, Baton Rouge.
 Charles Quimby, Co. G, drowned, April 2, 1862, Ship Island, Miss.
 Leonard Yeaw, Co. G, died, August 25, 1862, New Orleans.
 Patrick Yore, Co. G, died, September 13, 1862, New Orleans.

40TH INFANTRY (THREE YEARS) REGIMENT, M. V.

First Lieut. Edward Carleton, killed in action, June 3, 1864, Cold Harbor.
 Sergt. Horace S. Berry, Co. C, died, October 28, 1862, Miner's Hill, Va.
 Sergt. Frank H. Merrill, Co. C, killed in action, May 16, 1864, Drury's Bluff.

Sergt. John B. Gallison, Co. C, died, January 6, 1865, Lawrence.
 George L. F. Branch, Co. C, died, January 14, 1864, Beaufort, S. C.
 Charles T. Bean, Co. C, died, May 22, 1864, Richmond, Va.
 Joseph W. Bullen, Co. C, died, October 26, 1864, Andersonville, Ga.
 George Cook, Co. C, died, August 24, 1863, Ft. Monroe, Va.
 George Frazier, Co. C, killed in action, June 1, 1864, Cold Harbor.
 Thomas Jones, Co. C, died, March 18, 1865, Philadelphia.
 Edward J. Kelley, Co. C, killed in action, June 3, 1864, Cold Harbor.
 William A. Lane, Co. C, died, May 16, 1863, Ft. Monroe.
 William N. Lamphere, Co. C, died, October 13, 1863, Folly Island, S. C.
 Frederick Munger, Co. C, died, March 9, 1864, Hilton Head, S. C.
 William Ried, Co. C, killed in action, May 16, 1864, Drury's Bluff.
 Ziba H. Russell, Co. C, killed in action, May 16, 1864, Drury's Bluff.
 Charles W. Smith, Co. C, died, October 18, 1863, Folly Island, S. C.
 James H. Taylor, Co. C, died, October 22, 1863, Beaufort, S. C.

41ST INFANTRY (THREE YEARS) REGIMENT, M. V.
 (ALSO KNOWN AS THIRD MASSACHUSETTS CAVALRY)

Second Lieut. Jasper A. Glidden, killed in action, September 19, 1864.
 Sergt. Gustavus Chandler, drowned, July 4, 1864, Mississippi River.
 Sergt. George W. Morgan, killed in action, April 8, 1864, Sabine Cross Roads, La.
 Jeremiah Dacy, Co. B, killed in action, April 8, 1864, Sabine Cross Roads.
 James K. Lovejoy, Co. B, killed in action, September 19, 1864, Winchester, Va.
 Edwin E. Newton, Co. B, killed in action, April 8, 1864, Sabine Cross Roads.
 James Withington, Co. B, killed in action, May 15, 1864.
 Walter T. Adams, Co. B, killed in action, November 9, 1863, White Plains, La.
 Edward Baker, Co. B, died, August 12, 1863, Baton Rouge.
 Moses Brown, Co. B, died, March 12, 1863, New Orleans.
 George W. Carr, Co. B, died, February 19, 1864, Richmond, Va.
 Wesley W. Dow, Co. B, died, August 11, 1863, Port Hudson.
 John Doyle, Co. B, killed in action, May, 1864, Yellow Bayou, La.
 Michael McDonald, Co. B, died, September 29, 1863, Port Hudson.
 Allen C. Smith, Co. B, killed in action, August 3, 1863, Jackson, La.
 Andrew G. Thompson, Co. B, died, October 30, 1862, Lawrence.

FOURTH INFANTRY (NINE MONTHS) REGIMENT, M. V.

Richard Crawshaw, Co. B, killed in action, June 14, 1863, Port Hudson.
 Daniel G. Thyng, Co. B, died, August 19, 1863, Laconia, N. H.
 James Adams, Co. B, died, April 4, 1863, Baton Rouge.
 James Edmundson, Co. B, died, August 18, 1863, Cleveland, Ohio.
 George Horton, Co. B, died, May 9, 1863, New Orleans.
 James H. Mills, Co. B, died, June 16, 1863, Brashear City, La.
 William Morgan, Co. B, died, August 24, 1863, Lawrence.
 Orlando Rawson, Co. B, died, August 16, 1863, Indianapolis, Ind.
 Walter S. Riddell, Co. B, drowned, December 27, 1862, on passage to New York.
 Isaac S. Varnum, Co. B, died, March 5, 1863, Carrollton, La.
 Charles C. French, Co. H, died, August 1, 1863, Port Hudson.
 Charles Alison, Co. H, died, April 16, 1863, Baton Rouge.
 James Bingham, Co. H, died, April 25, 1863, Baton Rouge.
 Alexander Durgin, Co. H, died, May 21, 1863, New Orleans.
 Joseph Ferren, Co. H, died, August 16, 1863, Baton Rouge.
 Thomas A. Wing, Co. H, died, June 2, 1863, Brashear City, La.

SIXTH INFANTRY (NINE MONTHS) REGIMENT, M. V.

Second Lieut. Robert G. Barr, Co. I, killed in action, December 12, 1862, Tanner's Ford, Va.
 Dennis McCarthy, Co. I, accidentally killed, January 27, 1863, Suffolk, Va.

48TH INFANTRY (NINE MONTHS) REGIMENT, M. V.

Patrick Noonan, Co. F, killed in action, May 27, 1863, at Port Hudson, Miss.
 Joseph K. Parshley, Co. F, died, January 20, 1863, at sea.
 Charles J. Renns, Co. F, died, January 22, 1863, at sea.

- Angus McPhee, Co. K, Sixth Infantry (one hundred days), Regiment, M. V. died, October 1864, Fort Delaware, Del.
- First Lieut. John B. Thompson, 19th Infantry (three years) Regiment, M. V., killed, June 3, 1864, Cold Harbor.
- John B. Freeman, Co. B, First Cavalry (three years) Regiment, M. V., killed in action, June 17, 1863, Aldie, Va.
- Frank Hinman, Co. D, First Cavalry (three years) Regiment, M. V., died, June 17, 1863, Aldie, Va.
- William Hayes, Co. H, First Cavalry (three years) Regiment, M. V., died at Andersonville, Ga.
- Thomas B. Davis, Co. H, First Cavalry (three years) Regiment, M. V., died May 31, 1864, Andersonville, Ga.
- Patrick Hayes, Co. H, First Cavalry (three years) Regiment, M. V., killed in action, June 15, 1862, John's Island, S. C.
- James Gilleland, Co. D, 17th Infantry (three years) Regiment, M. V., died, October 19, 1864, in rebel prison.
- Jeremiah Murphy, Co. H, 17th Infantry (three years) Regiment, M. V., died, May 9, 1865, Raleigh, N. C.
- Michael Killoran, Co. I, 17th Infantry (three years) Regiment, M. V., died, April 2, 1864.
- John Curry, Co. I, 17th Infantry (three years) Regiment, M. V., died July 14, 1862, Baltimore, Md.
- Patrick Hill, Co. I, 17th Infantry (three years) Regiment, M. V., died, May 5, 1865, Moorehead City, N. C.
- Thomas Holland, Co. I, 17th Infantry (three years) Regiment, M. V., died, June 15, 1864, in rebel prison.
- Joseph Lavalley, Co. I, 17th Infantry (three years) Regiment, M. V., died, June 24, 1864, Newbern, N. C.
- Patrick McNamara, Co. I, 17th Infantry (three years) Regiment, M. V., died, April 13, 1864, in rebel prison.
- John O'Leary, Co. I, 17th Infantry (three years) Regiment, M. V., killed in action, May 12, 1862, Newbern, N. C.
- Thomas K. Ripley, Co. A, 20th Infantry (three years) Regiment, M. V., died, April 9, 1864.
- James Buckley, Co. D, 20th Infantry (three years) Regiment, M. V., died of wounds, January 1, 1863.
- John Lovering, Co. D, 20th Infantry (three years) Regiment, M. V., killed in action, July 3, 1863, Gettysburg.
- George Davis, Co. B, 22d Infantry (three years) Regiment, M. V., died of wounds, September 20, 1862, Fredericksburg.
- Paul Greenwood, Co. I, 22d Infantry (three years) Regiment, M. V., killed in action, June 27, 1862, Gaines' Mills, Va.
- John M. Hutchins, Co. I, 22d Infantry (three years) Regiment, M. V., died, June 30, 1862, Savage Station, Va.
- Roderick Henderson, Co. F, 24th Infantry (three years) Regiment, M. V., died in service. No date.
- Hugh Gallagher, 1st, Co. D, 28th Infantry (three years) Regiment, M. V., died of wounds, June 13, 1862, S. C.
- Hiram P. Nason, Co. F, 28th Infantry (three years) Regiment, M. V., died of wounds, August 12, 1864, New Haven, Conn.
- James Short, Co. H, 28th Infantry (three years) Regiment, M. V., killed in action, September 1, 1862, Chantilly, Va.
- Noah C. Ricker, Co. G, 33rd Infantry (three years) Regiment, M. V., died, February 6, 1863, Aquia Creek, Va.
- Martin Walsh, Co. B, 59th Infantry (three years) Regiment, M. V., died, October 1, 1864, Danville, Va.
- Michael S. Barry, Co. F, 59th Infantry (three years) Regiment, M. V., died, Danville, Va. No date.
- Michael O. Doyle, Co. H, 59th Infantry (three years) Regiment, M. V., killed, June 17, 1865.
- George W. Langley, Co. I, 59th Infantry (three years) Regiment, M. V., died, July 4, 1864, Baltimore.
- Fred O. Jones, Co. A, 12th Infantry (three years) Regiment, M. V., died, May 10, 1864, New York.

- John McQuade, Co. B, Ninth Infantry (three years) Regiment, M. V. killed in action, June 27, 1862, Gaines' Mills, Va.
- John Reed, Co. D, Ninth Infantry (three years) Regiment, M. V., died of wounds, May 18, 1864.
- Michael Sullivan, Co. E, Ninth Infantry (three years) Regiment, M. V., died of wounds, June 29, 1862, Savage Station, Va.
- Patrick Curran, Co. I, Ninth Infantry (three years) Regiment, M. V., killed in action, June 27, 1862, Gaines' Mills, Va.
- John Cogger, Co. K, Ninth Infantry (three years) Regiment, M. V., killed in action, May 8, 1864, Spottsylvania.
- Timothy Gray, Jr., Co. A, Second Infantry (three years) Regiment, M. V., died, December 2, 1862, in regiment hospital.
- James Webb, Co. I, Second Infantry (three years) Regiment M. V., killed in action, May 3, 1863, Chancellorsville.
- George W. Merrill, Sixth Battery, Light Artillery (three years), M. V., died, April 29, 1862, New Orleans.
- George W. Stafford, Ninth Battery, Light Artillery (three years), M. V., died, November 10, 1862, Washington, D. C.
- Timothy Breen, Co. G, Second Heavy Artillery (three years) Regiment, M. V., died of wounds, in hands of enemy.
- George Sullivan, 2d, Co. G, Second Heavy Artillery (three years), M. V., died, August 30, 1864, Andersonville, Ga.
- John Parks, Co. I, Second Heavy Artillery (three years), M. V., died, October 30, 1864, Newbern, N. C.

Not many men from Lawrence served in the Navy during the Civil War. Those who did distinguished themselves. There were some Lawrence men in every Federal squadron, engaged in the war. We have been unable to find a record of death among them while in the service.

SPANISH-AMERICAN WAR

As in the epoch days of the Civil War, so in a later generation did Lawrence acquit herself, at the outbreak of the Spanish-American War. Her sons were among the first to volunteer. Although the city furnished many men to the regular army, the navy and other volunteer organizations, the part which Lawrence took in the brief but glorious campaign of '98 must be largely confined to her two representative infantry organizations: viz., Company F of the Ninth, and Company L of the Eighth Infantry Regiment, M. V. M. On May 4, 1898, Company F left for the State Camp Grounds at South Framingham. On the following day Company L departed, joining Company F at the muster field. Battery C of the Field Artillery was not called, as the National Government needed no volunteer light batteries then.

Both infantry companies were mustered into the service of the United States on May 10 and were duly ordered South. Company L was sent to Chickamauga, Ga., and Company F to Camp Alger, Dunn Loring, Va. The Ninth Massachusetts, which was brigaded with two Michigan regiments, the 33d and the 34th, experienced the vicissitudes of a siege in the trenches around Santiago de Cuba, and afterward the dreaded fevers of a tropical climate. It left Camp Alger on June 24, and on July 1 reached Siboney, some seven miles east of Morro Castle. The regiment had hardly dis-

embarked when they were ordered to the front. After an all night tramp over a tortuous trail they arrived at the battleground, to the accompaniment of whistling mausers and screaming shrapnel. With the rest of the regiment, Company F was assigned by General Shafter to General Kent's division, and General Bates' brigade with the third and 20th regular infantry. It took a position at the extreme left of the line. On July 17 it witnessed the surrender of Santiago.

The only Lawrence man who died of wounds was William H. Boardman, a naval cadet, who was wounded at Cape San Juan, Porto Rico. He died on board his ship, the *U. S. S. Amphitrite*, August 10, 1898, and was buried at sea.

Company F left Cuba the latter part of August, sailing on the *Allegheny* for Montauk Point. During the voyage, on August 28, Stephen J. Ryan, for whom the local camp of Spanish War Veterans is named, died of heart failure which was superinduced by malaria. His body was consigned to the deep off Cape Hatteras, making one of the fifteen ghastly milestones that marked the route of the transport from Santiago Bay to the Sound. A portion of the company arrived in Lawrence at midnight September 8. The rest were left behind, some in hospitals at Santiago and Montauk and others scattered from New York to Boston, victims of malaria. The company was furloughed for two months, and was mustered out of the United States service November 26, 1898, having served six months and lost five of its members from the effects of tropical fevers. Besides Ryan, the following Lawrence men died, while still in the service, all victims of malaria: Patrick Holihan, September 19, at Montauk Point, N. Y.; Walter S. Manahan, September 6, at Camp Wickoff, Long Island, N. Y.; John F. Hanson, September 22, at Lexington, Ky.; James E. Toomey, October 31, at home.

Longing for a taste of actual warfare and chafing under the humdrum routine of a rigid camp life, Company L spent several months at Chickamauga, guarding against typhoid fever. On July 18, Harvey A. Dunn, a member of the company, succumbed to the disease, the first Lawrence volunteer to die in his country's service. In January, 1899, the Eighth Regiment was ordered to Matanzas, Cuba, on provost duty. The last of April it was sent home and mustered out, having completed a year in the service of the United States.

* * * *

When trouble with Mexico threatened in 1916, the Lawrence militia units readily responded to the call, Companies F and L of the Ninth and Eighth Infantry, respectively, and Battery C of the Field Artillery joined the troops assembled on the Mexican border. The local boys left the city in June. They returned the following October, looking the picture of health, a fine example of the results of present-day military sanitation. Not a man was lost through disease, and, since the embroglio with Mexico did not reach a very serious stage, none died in action.

LAWRENCE IN THE WORLD WAR

At the beginning of 1917 it was apparent that the United States would be drawn into the World War. Germany, by her ruthless, unrestricted submarine warfare was invading America's sacred rights and taking the lives of her citizens. The rumble of events was ominous. There was no mistaking the trend. War was inevitable.

With the declaration of war against Germany on April 6, 1917, and the plunging of the United States into the great European conflict, Lawrence quickly rallied to the support of the Nation in her fight, that the world might be made safe for Democracy. In men, money and labor the city contributed generously and whole-heartedly.

In the World War, Lawrence achieved a record for service which will compare favorably with that of any other community of her size in the country. In every activity for the successful prosecution of the war the city responded nobly.

6,000 IN THE SERVICE

Approximately 6,000 of Lawrence's sons were in the forces of the United States and the armies of the Allies. Over one-third of these reached the front lines, and participated in important battles of the war. Nearly 500 men from Lawrence (the largest representation for cities outside of Boston) served with the 26th (Yankee) Division, New England's National Guard contribution and the first complete American Division to land in France. Approximately 1,000 more served in other American combat divisions, through enlistment in the United States Regular Army, or by their connection with National Army combat and replacement divisions. Several hundred served at the front in the armies of Great Britain, France and Italy. Most of these were in the service before the United States became involved, and some of them had enlisted shortly after the outbreak of the World War in August, 1914.

A large number from Lawrence enlisted in the Navy which did such commendable work in convoying the troop and supply ships safely across the submarine-infested Atlantic, and in hunting the U-boats. Many were connected with the great Services of Supplies, so essential to the success of the troops at the front, and some served with the air forces, chemical warfare division and tank corps. Most of the remainder were located in camps preparing for service in the field.

Besides those in the above-mentioned branches, many from Lawrence were in the medical service in the American Army and Navy, and in the armies of the Allies, including a large number of doctors and nurses who labored in the camps and base hospitals.

Nearly 200 men from Lawrence made the supreme sacrifice. These, with few exceptions, were killed in action, or died of wounds received while on the firing lines. A great many more were disabled by wounds sustained in battle, or by privations and hardships encountered while in the service.

SPIRIT OF LAWRENCE

Every Liberty Loan quota was oversubscribed in Lawrence, and there was a generous response to every appeal for funds by various organizations engaged in activities for the moral welfare and physical comfort of the soldiers, and for the succor of the suffering people of war-ridden Europe. The many activities at home, which required time, labor, expense and self-denial, the people of Lawrence loyally supported.

There was no shirking, notwithstanding the numerous appeals. Schools, churches, societies and individuals joined in the work of providing comforts of many kinds for the men in the service. When disaster overtook Halifax, Lawrence officially had a relief committee appointed, and besides sending clothing, forwarded a large money contribution to the stricken Nova Scotia city.

There was from among the poorest to the wealthiest in the city a spirit to aid in every way the winning of the war, and a kindred spirit to accept with patience the burdens that the war of necessity imposed.

The first step for the cause, and a forerunner of the call to arms, was the formation, on April 2, 1917, of a Public Safety Committee, which followed the appointment, under legislative enactment, of a State Committee on Public Safety that contemplated adjuncts in the different cities and towns of the Commonwealth. To this body was confided the service of putting Lawrence on a war basis, independent of the military.

Under the Federal Conscription Act and in accordance with the proclamation of President Wilson, Lawrence conducted her first selective draft registration on June 5, 1917. No disorder accompanied this first important step in the movement for the mobilization of the man power of the country. There followed, with speed and precision, the organization of the draft exemption boards, the drawings, physical examinations, and the passing of the draftees. Lawrence's quota in the first call was 694, and some of these reached cantonments in time to be used as replacements in the first combat divisions to go overseas.

In the meantime, the National Guard were active in their preparation for service in the field. Steps were taken by the local units to fill their quotas. Under a new arrangement the war strength of a company had been increased from 150 men and three officers to 250 men and four officers. In addition to recruiting for the two regular infantry companies and the battery, the headquarters company of the 102d Field Artillery and a sanitary detachment for the 101st Field Artillery were raised in Lawrence, besides the Fifth Massachusetts Infantry Drum Corps.

MOBILIZATION OF NATIONAL GUARD

On July 25 the National Guard were mobilized, and the local units, Battery C of the 1st Field Artillery, Company F of the 9th Massachusetts Infantry and Company L of the 8th Massachusetts Infantry, with the new headquarters company and sanitary detachment, immediately left for the muster fields. Later, at the State camps, they were mustered into new regiments forming, and drafted into the United States Army, as a part of the 26th Division.

The 9th Regiment, with old Company F from Lawrence intact, was amalgamated with the 5th Infantry in forming the new 101st Infantry. Battery C of Lawrence went intact into the new 102d Field Artillery. Company L of Lawrence was split up, being divided between the 103d and 104th Infantry of the 26th Division, and the 5th Pioneer Infantry. The last mentioned regiment was sent to Camp Wadsworth, S. C., where, with the exception of a few members who managed to get across to France, it served in outfitting troops for service abroad. When the reorganization of regiments for the 26th Division occurred the 5th Regiment Drum Corps was assigned to the 3d Pioneer Infantry which, as the 3d Pioneer Drum Corps, it accompanied to Camp Wadsworth. In August, 1918, this regiment went overseas. The Lawrence boys were for a while on detached service with the French. Eventually the 3d Pioneer Drum Corps became attached to General Pershing's headquarters.

COMMANDERS OF LOCAL UNITS

When Company F left Lawrence Captain Jeremiah Sullivan was in command. He resigned before the company went overseas, and he was succeeded by 1st Lieutenant Francis M. Leahy, who received his commission as captain in France. At Boxford, Captain Roy A. Daniels succeeded Captain Goodwin as commander of Battery C, and accompanied the battery to France. Just before the Chateau Thierry drive he was relieved of the command and sent back to the United States as an instructor. He was succeeded as captain of Battery C by 1st Lieutenant William F. Howe, Jr., who remained in command during the rest of the war. Company L left Lawrence under the command of Captain Daniel C. Smith. He resigned before the company was split up. Captain Leon C. Waite of Lawrence was in command of the Supply Company of the old 8th Infantry just before the breaking-up of that regiment. He was one of the unfortunate who were sent to the South with the 5th Pioneer Regiment. Toward the close of the war he was transferred as captain-adjutant to the 90th Regular Infantry. Incidentally we might mention that Captain Sumner H. Needham, 3d, of Lawrence commanded Battery F, 102d Field Artillery. He is the grandson of Sumner H. Needham of Civil War fame. The town of Andover had a large representation in Battery F which rendered gallant service in all of the important engagements of the 26th Division.

UNITS OF 26TH DIVISION

The following organizations composed the 26th Division:

51st Infantry Brigade—101st and 102d Regiments.

52d Infantry Brigade—103d and 104th Regiments.

101st, 102d and 103d Machine Gun Battalions.

51st Field Artillery Brigade—101st, 102d and 103d Artillery Regiments.

101st Trench Mortar Battery.

101st Field Signal Battalion.

101st Engineer Regiment and Train.

101st Train Headquarters and Military Police.

101st Supply Train.

101st Ammunition Train.

101st Sanitary Train—101st, 102d, 103d, and 104th Ambulance Companies and Field Hospitals.

On August 23 Brigadier-General Clarence R. Edwards of the North-eastern Department was promoted to major-general and assigned to command the new 26th Division, comprising the New England National Guard.

OVERSEAS MOVEMENT

The overseas movement of the 26th Division, conducted under the strictest secrecy, began September 7, 1917, and all the units were established in their training areas in France by the end of October.

The 101st Infantry sailed from Hoboken, N. J., on September 7, and arrived in Brest on September 21, the first National Guard regiment to land in France. The 102d Field Artillery sailed from Hoboken on September 23, and landed at St. Nazaire, October 5. The 103d Infantry sailed from Hoboken on September 25, arriving at Havre on October 17. The 104th Infantry sailed from Montreal, Canada, on September 27, and arrived at Havre on October 10.

Although the Lawrence National Guardsmen were largely included in the 101st, 103d, and 104th Infantry Regiments, and the 102d Field Artillery, many Lawrence boys were, by transfer, distributed among all other units of the division.

LOCAL MEN WIDELY DISTRIBUTED

Of the 42 American divisions that reached France 29 took part in active combat service. Seven of them were Regular Army divisions, 11 were organized from the National Guard, and 11 were made up of National Army troops. Lawrence boys served in most of these combat divisions, either through volunteer enlistments in the Regular Army and National Guard, original assignment in National Army combat divisions, replacements from National Army replacement divisions, or by transfer. The transfer system was carried out extensively, and that and the manner of distributing replacement troops largely accounted for the distribution

of Lawrence soldiers among practically all the front-line divisions. In following this plan it was the aim of the army authorities to avoid, when the casualties would pour in, the reporting of an alarming number for any particular locality.

Outside of the 26th Division, the largest groups from Lawrence, in the American combat divisions, served in the Second (Regular Army) Division, and in the 77th and 82d National Army Divisions, the rest being widely scattered among the units of most of the other divisions. Among the armies of the Allies Lawrence had her largest representation in the British and Canadian Expeditionary Forces.

Because of the very wide distribution of Lawrence's sons in the American and Allied armies, and the great number in the service, a complete detail of Lawrence's part on the battlefields of Europe is not possible at this time. We have been able to gather some incidents of local interest, but for a comprehensive story of engagements in which Lawrence men participated we are obliged to confine this portion of our narrative largely to a résumé of the battles of the American Expeditionary Forces, as obtained from the Official Record of the War Department.

GERMAN OFFENSIVES

The campaign of 1918 opened with the Germans in possession of the offensive. In a series of five drives of unprecedented violence the imperial Great General Staff sought to break the Allied line on the Western front and end the war before America's reinforcements could be of substantial aid. These five drives took place in five successive months, beginning in March.

The first drive opened on March 21, on a 50-mile front across the old battlefield of the Somme. In 17 days of fighting the Germans advanced their lines beyond Noyon and Montdidier and were within 12 miles of the important railroad center of Amiens with its great stores of British supplies. In the battle, also known as the Picardy offensive, approximately 2,200 American troops, serving with the British and French, were engaged.

The attack upon Amiens had been but partially checked when the enemy struck again to the north in the Armentieres sector and advanced for 17 miles up the valley of the Lys. A small number of Americans, serving with the British, participated in the Lys defensive.

For their attack (May 27) the Germans selected the French front along the Chemin des Dames north of the Aisne. The line from Rheims to a little east of Noyon was forced back. Soissons fell, and on May 31 the enemy had reached the Marne Valley, down which they were advancing in the direction of Paris. At this critical moment our Second Division, together with elements of the 3d and 28th Divisions, was thrown into the line. By blocking the German advance at Chateau Thierry, they rendered great assistance, stopping perhaps the most

dangerous of the German drives. The Second Division not only halted the enemy on its front but also recaptured from the Germans the strong tactical position of Bouresches, Belleau Wood, and Vaux.

The enemy had by their offensives established two salients threatening Paris. They now sought to convert them into one by a fourth terrific blow delivered on a front of 22 miles between Montdidier and Noyon. The reinforced French Army resisted firmly and the attack was halted after an initial advance of about six miles. Throughout this operation (June 9-15) the extreme left line of the salient was defended by our First Division. Even before the drive began this division had demonstrated the fighting qualities of our troops by capturing and holding the town of Cantigny (May 28).

There followed a month of comparative quiet, during which the enemy reassembled their forces for their fifth onslaught. On July 15 the Germans attacked simultaneously, on both sides of Rheims, the eastern corner of the salient they had created in the Aisne drive. To the east of the city they gained little. On the west they crossed the Marne, but made slight progress. Their path was everywhere blocked. In this battle 85,000 American troops were engaged—the 42d Division to the extreme east in Champagne, and the 3d and 28th to the west, near Chateau Thierry.

ALLIED OFFENSIVES

The turning point of the war had come. The great German offensives had been stopped. The initiative now passed from Ludendorff to Marshal Foch, and a series of Allied offensives began, destined to roll back the German armies beyond the French frontier. In this continuous Allied offensive there may be distinguished six phases or major operations in which the American Expeditionary Forces took part. In four of the six operations the American troops engaged were acting in support of Allied divisions and under command of the generals of the Allies.

The time chosen by Marshal Foch for launching the first counter-offensive was July 18, when it was clear that the German Champagne-Marne drive had spent its force. The place chosen was the uncovered west flank of the German salient from the Aisne to the Marne. The 1st, 2d, 3d, 4th, 26th, 28th, 32d and 42d American Divisions, together with selected French troops, were employed. When the operation was completed (August 6) the salient had been flattened out and the Allied line ran from Soissons to Rheims along the Vesle.

Two days later the British struck at the Somme salient, initiating an offensive which, with occasional breathing spells, lasted to the date of the armistice. American participation in this operation was intermittent. From August 8 to 20 elements of the 33d Division, which had been brigaded for training with the Australians, were in line and took part in the capture of Chipilly Ridge. Later the 27th and 30th Divisions, which served throughout with the British, were brought over

from the Ypres sector and used in company with Australian troops to break the Hindenburg line at the tunnel of the St. Quentin Canal (September 20–October 20).

In the meantime simultaneous assaults were in progress at other points on the front. On August 18 General Mangin began the Oise-Aisne phase of the great Allied offensive. Starting from the Soissons-Rheims line, along which they had come to rest August 6, the French armies advanced by successive stages to the Aisne, to Laon, and on November 11 were close to the frontier. In the first stages of this advance they were assisted by the 28th, 32d and 77th American Divisions, but by September 15 all of these were withdrawn for the coming Meuse-Argonne offensive of the American Army.

The day after the opening of the Oise-Aisne offensive the British launched the first of a series of attacks in the Ypres sector which continued with some interruptions to the time of the armistice and may be termed the "Ypres-Lys offensive." Four American divisions at different times participated in this operation. The 27th and 30th were engaged in the recapture of Mount Kemmel (August 31 to September 2). The 37th and 91st were withdrawn from the Meuse-Argonne battle and dispatched to Belgium, where they took part in the last stages of the Ypres-Lys offensive (October 31 to November 11).

With the organization of the American First Army on August 10, under the personal command of General Pershing, the history of the American Expeditionary Forces entered upon a new stage. The St. Mihiel (September 12–16) and Meuse-Argonne (September 26–November 11) offensives were major operations planned and executed by American generals and American troops.

In addition to the 12 operations above mentioned, American troops participated with the Italians in the Battle of Vittorio-Veneto (October 24 to November 4), which ended in the rout of the Austrian Army.

BATTLE OF ST. MIHIEL

The first distinctly American offensive was the reduction of the St. Mihiel salient, carried through from September 12 to September 15, largely by American troops and wholly under the orders of the American commander-in-chief. In the attack the American troops were aided by French colonial troops, who held a portion of the front line. The Americans were also aided by French and British air squadrons. The American divisions in the lines were the 1st, 2d, 4th, 5th, 26th, 42d, 82d, 89th, 90th. In reserve were the 3d, 35th, 78th and 91st Divisions, with the 80th and 33d available.

The attack began at 5 a.m. on September 12, after four hours of artillery preparation of great severity, and met with immediate success. Before noon about half the distance between the bases of the salient had been covered and the next morning troops of the 1st and 26th

Divisions met at Vigneulles, cutting off the salient within 24 hours from the beginning of the movement.

The St. Mihiel offensive cost about 7,000 casualties, less than one-third the Union losses at Gettysburg. There were captured, 16,000 prisoners and 443 guns. And a dangerous enemy salient was reduced. In the Battle of St. Mihiel 550,000 Americans were engaged, as compared with about 100,000 on the Northern side in the Battle of Gettysburg. The artillery fired more than 1,000,000 shells in four hours, which is the most intense concentration of artillery fire recorded in history.

BATTLE OF THE MEUSE-ARGONNE

The Meuse-Argonne offensive was one of the most bitterly fought battles of the World War. Every available American division was thrown against the enemy, and every available German division was thrown in to meet the crushing force of the American First Army. The offensive ended with the collapse of Germany's military power on November 11, after 47 days of continuous battle.

The American combat divisions engaged in this memorable conflict included: The 1st, 2d, 3d, 4th, 5th, 26th, 28th, 29th, 32d, 33d, 35th, 37th, 42d, 77th, 78th, 79th, 80th, 82d, 89th, 90th, 91st.

The goal of the American attack was the Sedan-Mezieres railroad, the main line of supply for the German forces on the major part of the western front. If this line were cut, a retirement on the whole front would be forced. This retirement would include, moreover, evacuation of the Briey iron fields, which the Germans had been using to great advantage to supplement their iron supply. The defense of the positions threatened was, therefore, of such importance as to warrant the most desperate measures for resistance.

On the first day, the 26th of September, and the next day or two after that, the American lines were considerably advanced. Then the resistance became more stubborn. Many German divisions went into action twice, and not a few three times, until, through losses, they were far under strength. All through the month of October the attrition went on. Foot by foot American troops pushed back the best of the German divisions. On November 1 the last stage of the offensive began. The enemy power was breaking. American troops forced their way to the east bank of the Meuse. Toward the north they made even more rapid progress, and in seven days reached the outskirts of Sedan and cut the Sedan-Mezieres railroad, making the German line untenable.

In the meantime (October 2 to 28) our Second and 36th Divisions had been sent west to assist the French, who were advancing in the Champagne beside our drive in the Argonne. The liaison detachment between the two armies was, for a time, furnished by the 92d Division.

The Meuse-Argonne was beyond compare the greatest battle ever fought by American troops. It lasted six times as long as the Battle of

the Wilderness, fought from May 5 to 12, 1864, in the Civil War. Twelve times as many American troops were engaged as were on the Union side at the Wilderness. They used in the action ten times as many guns and fired about one hundred times as many rounds of artillery ammunition. The actual weight of the ammunition fired was greater than that used by the Union forces in the entire Civil War. Casualties were perhaps four times as heavy as among the Northern troops in the Battle of the Wilderness.

In the Meuse-Argonne 1,200,000 American troops were engaged; 2,417 guns were employed in the attack and 4,214,000 rounds of artillery ammunition were fired by the American forces. One hundred tons of explosives were dropped by airplanes on the enemy lines. The American casualties were 120,000.

The American battle losses of the war were 50,300 battle deaths and 206,000 wounded. While the losses in the Aisne-Marne offensive (Chateau Thierry) were heavy, the heaviest losses among the American divisions were in the Meuse-Argonne drive from the last week in September until November 11. The weekly deaths during a part of that period were around the 6,000 mark.

WITH THE 26TH DIVISION

Upon arrival in France, American combat divisions, with few exceptions, spent a period of training in localities assigned for that purpose outside the battle areas, or in quiet sectors at the front. Both French and British assisted in this work, although most of the men of the American divisions were trained by French veterans. The artillery regiments and the ammunition train of the 26th Division first trained at Coetquidan, near Rennes, Brittany. The infantry and other units of the division were instructed in the new methods of warfare around Neufchateau, in the province of Lorraine.

Early in February, 1918, the 26th reassembled in the Chemin des Dames where, mixed with veteran French soldiers, the New England National Guardsmen received their baptism of fire. Here, under the tactical command of the French 11th Army Corps, which proved to be the godfather of the 26th, the division was taught to apply effectively the lessons imparted in the first training areas.

At Chemin des Dames the activities of the division were confined largely to resisting or carrying out raids. Here the 101st Infantry had the honor of being the first National Guard unit to enter the trenches in France.

On March 21 the 26th Division pulled out of Chemin des Dames and moved up into La Reine (Boucq), or Toul sector, where it took over by itself approximately 12 miles of front, extending from Apremont to Flirey, with the front line pivoted on the villages of Xivray-Marvoisin and Seicheprey. It went in under the tactical command of the French

32d Army Corps, but on April 3 the command passed to Major General Edwards.

A number of raids by the enemy at various points along the line featured the activities of the division in this sector, the most important of which were at Apremont and Seicheprey. In the Apremont woods fight units of the division helped the French repulse a determined assault by German storm troops. The fight lasted three days, April 10, 12 and 13, and it was the first real combat of the 26th. The French Army authorities were so pleased with the work of the 104th Infantry that they decorated the colors of the regiment with the Croix de Guerre. This was the first American regiment thus honored by a foreign army. At Seicheprey, on April 20, in a furious attack on the 102d Infantry and 102d Machine Gun Battalion, the Germans captured 130 prisoners. The casualties were severe.

On July 5 the 26th Division took up positions near Vaux and Torcy in the Chateau Thierry sector, where later it took over the bloody ground, won by the Marines in Belleau Wood and in front of Torcy, and by the 9th and 23d Infantry at Vaux and Bouresches. Here the division was located when the Germans started the last of their series of offensives on July 15. With the exception of clashes between patrols and a brisk fight at Vaux on the night of July 13-14, when the 101st Infantry drove enemy raiders out of that town, there was a lull in this sector for a month previous to the last drive of the enemy.

In the Allied counter-offensive, the Aisne-Marne (Chateau Thierry), or Second Battle of the Marne, begun on July 18, the 26th Division carried its line 17½ kilometers (about 11 miles). The 51st Artillery Brigade distinguished itself in this offensive. It supported the infantry units of the 26th in their advance from July 18 to July 25, and from July 25 to August 5 it assisted in the support of the 28th, 42d and 4th Divisions in their drive to the Vesle River, a total distance of 40 kilometers.

The 26th suffered severe losses in the Chateau Thierry drive. The division had over 4,000 casualties, including approximately 600 killed in action. The infantry and machine gunners, especially, suffered a great number of casualties. Among the killed were 54 of the 101st Infantry, 176 of the 103d Infantry, 115 of the 104th Infantry, and 23 of the 102d Field Artillery.

Many Lawrence boys were killed in this offensive, and several were decorated for deeds of valor. It was during this drive that the brave Leahy fell.

In the Battle of St. Mihiel the 26th Division played an important part. Its task was to attack on the historic and hitherto impregnable ground near Les Eparges, where in the past so many thousands of French lives had been sacrificed. The units of the division advanced over a difficult terrain, and within 24 hours reached Vigneulles and

established contact with the 4th Army Corps. A brilliant feature of the movement of the 26th in that operation was the forced march of the 102d Infantry, with parts of the 101st and 102d Machine Gun Battalions, in closing the gap between our forces on the north and our troops advancing from the south. The artillery participation was an outstanding phase of the offensive. Never before had there been gathered, in one locality, so many guns of such different calibres. They were parked, practically hub to hub, and just furrowed the area within the salient with their rolling barrages.

In the Meuse-Argonne offensive, as a part of the movement which hammered Germany to her knees, the 26th Division aided materially in the success of the American First Army. The 26th coöperated with the French 17th Army Corps in protecting the flank of the main American advance, north of Verdun. It took over the Neptune sector which it held until the signing of the armistice on November 11. In addition to defensive engagements incident to holding the sector, the division participated in the storming of several difficult heights in the vicinity, besides winning other important ground.

The 26th Division when organization was complete comprised 28,000 troops. It received approximately 15,000 replacements. It advanced 37 kilometers against the enemy. The division captured 3,148 prisoners. It suffered 2,135 battle deaths, and 11,325 wounded.

Major General Edwards commanded the 26th Division until October 24, 1918, when he was relieved by Brigadier General Frank E. Bamford (formerly of the First Division). On November 17 Major General Harry C. Hale was placed in command, and he headed the division when it embarked for America in the following spring. Notwithstanding these changes, Major General Edwards was regarded as the real head and inspiration of the division, and he won a warm spot in the hearts of the people of New England.

THE 76TH DIVISION

The 76th Division (New England National Army), organized at Camp Devens, Ayer, had a very large representation from Lawrence. A great many of the drafted men from this city were included in this division. The 76th embarked for overseas on July 5, 1918, and the last units arrived in France on July 31. Although raised as a combat division the 76th, upon its arrival in France, was designated a depot division. It was ordered to St. Aignan, where it was broken up, and most of the personnel sent up to the front as replacements to the combat divisions, many of which were depleted by battle losses at that time. Approximately 17,000 men from the 76th Division, including hundreds from Lawrence, were distributed among the various American combat divisions, and they participated in the big closing battles of the war. The division went overseas under the command of Major General H. F. Hodges.

GALLANTRY OF LAWRENCE MEN

At Chemin des Dames, the Toul sector combats, and in the battles of the Marne, St. Mihiel and Meuse-Argonne, Lawrence men, individually and as part of the units engaged, distinguished themselves. Their gallantry upheld the military traditions of the city.

Company F, 101st Infantry, Company L, 103d Infantry, and Company L, 104th Infantry, in which there were many Lawrence men, were in the thick of battle in the major offensives. Forcing their way through thickets and ravines infested with machine-gun nests and storming hills, strongly fortified by the enemy, they helped to bring glory and victory to American arms. The fighting was so severe that all three companies were reduced to remnants when the armistice halted operations. In the case of Company F, a few days before the armistice not a dozen of the original eighty or more men from Lawrence in the company answered roll call. With a few exceptions the rest were included among the casualties of the regiment.

DEATH OF CAPTAIN LEAHY

Outside of Epieds, in La Fere Woods, on July 21, 1918, Capt. Francis M. Leahy of Company F was killed, the fragment of a bursting shell entering his breast as he was leading a battalion of the 101st Infantry. The last spark of life in his body went out with the heroic utterance to the next in command, "Lieutenant Hansen, the order is forward! See the boys through!" A true soldier to the last, he met death with thoughts only of duty to the cause and his men. His dying words will live long as an inspiration to soldiers of Lawrence, and his memory will ever be cherished by the community.

During the Chateau Thierry drive another brave officer from Lawrence, First Lieut. George W. Ryley of Company L, 102d Infantry, fell. When his captain was wounded Lieutenant Ryley took command, and it was while leading his company in attack near Bouresches, July 20, 1918, that he was struck by a machine-gun bullet in the head. He was killed instantly.

At Chemin des Dames, Company F, 101st Infantry, lost its first member at the front, when Priv. Samuel Kaplan was killed by shell fire, the first boy from Lawrence to be killed in action.

BATTERY C WINS DISTINCTION

In the Toul sector a crew from Battery C helped to man the 90-millimeter guns at "Dead Man's Curve," a dangerous position which was exposed to the direct observation of the Germans. This was known as a "sacrifice battery," and was used to draw the enemy's fire. In this sector a sniping piece was used with good effect by a detachment from Battery C. This gun was also called a "rover." A number of them were used to harass the Germans. They were first introduced by the 51st

Artillery Brigade in the Toul sector. They roved about the sector during the night, firing at close range into the enemy's lines, and at daybreak were concealed in camouflaged positions.

Battery C had the distinction of being selected from the 102d Field Artillery to accompany the infantry in both the Chateau Thierry and St. Mihiel drives. During these offensives the infantry moved so fast that the battery took up six different positions in one day, which probably accounts for the fact that the local artillery unit lost so few men.

While approaching the position for assault on Epieds in the Chateau Thierry drive, August Mathison lost his life, the only Lawrence member of the battery to be killed in action. He was assisting in bringing up the guns to the top of a hill when a German airplane observer detected the maneuver. The road was immediately put under heavy fire. Mathison and two others were hauling up the last caisson when a shell landed close to them. All three were killed instantly.

Battery C lost many horses from shell fire, and the work of moving the guns into position was very difficult. Frequently it was necessary for the men to take the places of the horses. Besides, some of the hills in St. Mihiel were so steep that the guns had to be drawn up by the men with ropes. The ammunition was brought up strapped to the backs of burros. At Verdun, Battery C did very effective work with barrages, and by accurate shooting in destroying machine gun nests.

The battery, which was made up almost entirely of Lawrence men and was by far the largest military unit to leave Lawrence, lost its first member while training at Coetquidan, when on New Year's Eve, 1917, Everett Roy Kenney died of spinal meningitis, the first local National Guardsman to die in the service in France.

GALLANT 23D INFANTRY

The largest group of Lawrence boys, outside of the 26th Division, served with the famous 2d Division, and most of these were in the infantry regiments, the 23d Infantry having a great many from Lawrence in its ranks. These boys went through some of the bitterest fights, and their gallantry not only helped to bring fame to their division, but it also brought credit to their city. Many of them died in action.

DISTINGUISHED SERVICE CROSS WINNERS

Lawrence is accredited with six men who won the Distinguished Service Cross, authorized by the United States Government and awarded for individual acts of extraordinary heroism in connection with military operations against an armed enemy.

Sergeant Joseph W. Casey of Company F, 101st Infantry, 26th Division, won the cross in action east of Epieds, on July 23, 1918, during the Chateau Thierry offensive. Leading his platoon through a heavy machine gun barrage and fire of snipers from trees, he attacked two German

machine-gun nests, captured their guns and killed their crews. Then, seeing three more of the enemy crawling toward his men to open fire on them, he dashed forward, attacked them single-handed and killed them all.

Private Frank Alekno of Company B, 23d Infantry, 2d (Regular) Division, won the cross by extraordinary heroism on April 21, 1918. While a member of a patrol of three men he attacked a hostile patrol of seven men. Although mortally wounded he continued in action until the hostile patrol was driven back and the officer commanding it, with a non-commissioned officer, was killed. Notwithstanding his fatal wounds, he carried a message for assistance to a point 200 yards away. He died the same day.

Corporal Odilon Custeau of Company C, 103d Infantry, 26th Division, was awarded the cross for extraordinary heroism in action near Belleau Wood, on July 20, 1918, in the Chateau Thierry drive against the Germans. In the advance of the first wave, east from Belleau Wood, he cleaned out, single-handed, a dugout of German machine guns.

Private (First Class) Thomas Jolley of the Medical Detachment, 101st Field Artillery, 26th Division, was awarded the cross for extraordinary valor on March 6, 1918, at the Chemin des Dames front. While the area in which he was located was being heavily shelled by the enemy he left his dugout, passed through more than 300 yards of heavy shell fire, and rendered aid to a wounded man at great risk of his own life.

The cross was awarded to Mechanic Joseph A. Thibodeau of Company L, 103d Infantry, 26th Division, for extraordinary heroism in action in Belleau Wood, July 18-23, 1918, during the Chateau Thierry offensive. In the early part of the action he assisted in the evacuation of wounded under severe artillery and machine gun fire. When a wound in the arm made it impossible for him to carry stretchers he refused to be evacuated, but rejoined his company and continued in action with them until wounded in the leg.

Sergeant John L. Clabby of Company F, 101st Infantry, 26th Division, won the cross in the same battle in which Sergeant Casey distinguished himself. During the advance by his platoon upon machine-gun nests in Trunzy Wood, near Epieds, on July 23, he observed a German machine gun on his right flank. He charged it single-handed in the face of its fire, killed the gunners and destroyed the gun. Sergeant Clabby was killed the following September at St. Mihiel, by shell fire.

Several Distinguished Service Cross winners, former Lawrence boys, are accredited to other cities and towns.

Capt. George P. Howe won the Distinguished Service Cross for extraordinary valor while serving with the British forces. Shortly after the United States entered the war, Captain Howe went overseas with the American Medical Officers Reserve Corps. He was assigned for service with the 37th Division, British Expeditionary Forces, as a battalion medical officer. Although wounded in the head on the morning of Sep-

tember 28, 1917, during an attack east of Ypres, he displayed conspicuous courage and devotion in attending to wounded under very heavy and continuous shell fire, refusing to leave and continuing at his aid post until killed by a shell. Captain Howe was a first lieutenant in the Medical Officers Reserve Corps. He was given the rank of captain by the British. He was one of the first American officers killed in action. He was a Lawrence boy although in recent years the family have been residing in Boston.

First Lieut. William J. Blythe, 104th Infantry, formerly of Lawrence, won the cross for extraordinary heroism in action east of Belleau, July 21, 1918. With two enlisted men, he charged a machine-gun nest, captured two machine guns and killed and captured 12 of the enemy.

First Class Private Charles H. Robinton, Company A, 105th Infantry, formerly a Lawrence boy, won the cross during operations against the Hindenburg line near Roussoy, September 29, 1918. He went forth in the face of unusually heavy machine-gun fire to aid a wounded comrade. He administered first aid and while shielding his man from the enemy fire he received a severe wound in the back. Despite his wound he struggled back to safety, bringing his comrade with him.

Second Lieut. Sherman G. Harriman, 6th Engineers, was another Distinguished Service Cross winner who at one time resided in Lawrence. He won the cross for extraordinary heroism in action, July 15, 1918, near Crezancy, while he was assisting in the removal of the wounded. Lieutenant Harriman, then a sergeant, drove an ambulance throughout the night of July 15-16, 1918, and continued until several hits by the enemy disabled his machine. The next morning he led his men into the trenches through an intense shelling and remained in command for 12 hours after being wounded.

There were many Lawrence men who received decorations from foreign governments, especially the Croix de Guerre from the French, a complete and official list of whom it is not possible to obtain at this time. They performed deeds of valor which entitle them to places among the heroes of the war. A great many more were cited for brave and meritorious acts, while others rose from the ranks by their devotion to duty and their courageous example.

COMMISSIONED ON FIELD OF BATTLE

A Lawrence soldier received a signal honor for his gallantry, being commissioned from the ranks on the battlefield. This distinction was won by Sergt. John E. Wheeler of Company L, 103d Infantry, at St. Mihiel. "For high gallantry in action and demonstration of fitness" were the words contained in the despatch from General Pershing, which brought to Wheeler a commission as second lieutenant. Upon receiving his commission Lieutenant Wheeler was assigned to Company M, 103d Infantry.

Capt. Raymond C. Knapp of Lawrence, while serving with the Sixth Marines, Second Division, distinguished himself during the fierce fight in Belleau Wood. Captain Knapp, then a lieutenant, accompanied a company of 250 men and four officers into that memorable engagement, and but 84 of them returned. His conduct under fire won for him the rank of captain with a citation from General Pershing. According to the citation, Knapp in the open and under a rasping fire, took charge of clearing prisoners and taking wounded to the rear. He kept all details moving without confusion and superbly handled his company in supporting advance lines.

LAWRENCE AVIATOR KILLED

First Lieut. Alexander B. Bruce of the United States 94th Aero Squadron (Capt. Edward V. Rickenbacker) was killed in action at Les Cruaux, France, August 17, 1918. He and another member of the squadron collided at a very high altitude. With wings torn asunder both machines dropped like plummets. Before he struck the earth, Lieutenant Bruce managed to get his crippled plane under partial control, but in trying to make a landing he hit some tall trees at the edge of a forest and the machine was turned upside down. In this manner it struck the ground. Bruce's neck was broken. Death was instantaneous. Lieutenant Bruce went overseas shortly after war was declared, with the Andover Ambulance Unit. At the time he was an instructor at Phillips Academy. In September, 1917, he secured his release from the ambulance unit to take up instruction in aviation. On January 22, 1918, he was commissioned a first lieutenant in aviation, and was assigned to the defense of Paris. On July 1, being given his choice, he elected to go to the front, and on July 18 he joined the First Pursuit Group of Captain Rickenbacker's squadron in the Second Battle of the Marne. The collision which brought about his death occurred during a fight with German planes. Lieutenant Smyth, another American aviator, was wounded in the arm, and losing control of his machine collided with Bruce's plane. In the plunge earthward Smyth was also killed.

SPLENDID RECORD OF THE NAVY

Hundreds of boys from Lawrence served in the Navy, in its various branches, and conducted themselves in a creditable manner. According to government statistics, during the whole period of active hostilities the Army lost at sea only 200,000 dead-weight tons of transports. Of this total 142,000 were sunk by torpedoes. No American troopship was lost on the eastward voyage, notwithstanding that during the nineteen months of our participation in the war more than 2,000,000 American soldiers were carried to France. For weeks during the summer of 1918 troops were transported overseas at the rate of 10,000 a day. For this splendid record the Navy, which armed, manned and convoyed the troop transports, deserves the highest commendation.

LOST WITH THE "CYCLOPS"

Harry Boyce and Louis Fingleton, two former Lawrence boys, were aboard the United States Naval Collier *Cyclops*, the ship that vanished in the Caribbean Sea in the spring of 1918. The disappearance of the *Cyclops* is one of the mysteries of the World War. This vessel, well found, equipped with modern wireless, a complement of 295 men, and loaded with manganese which was much needed by the nations at war, disappeared completely. An exhaustive search by the Navy failed to reveal a trace of her or a soul on board. A great many theories have been advanced as to how the *Cyclops* was lost, but nothing tangible has been learned. She was the first ship with wireless to enter the Port of Missing Ships.

IN THE "COVINGTON'S" CREW

Many Lawrence boys were aboard ships that were torpedoed by German submarines, but few of them lost their lives through this cause, although all had very trying experiences. Of the ships lost, the *U. S. S. Covington* probably carried the largest representation from Lawrence in her crew. At least six Lawrence boys were aboard that transport when she was torpedoed off the coast of France on July 1, 1918. The vessel was ten hours out of Brest on the homeward voyage when attacked by a German U-boat. Six lives were lost, but fortunately none of the Lawrence boys went down with the ship.

WITH THE "ONE-MAN ARMY"

A Lawrence man was with Corp. Alvin C. York, the American Expeditionary Force hero, familiarly referred to as the "one-man army," when he won immortal fame in the Argonne. That man is Private Patrick Donahue. York was given the Medal of Honor for the remarkable feat performed by him and seven other men, all that remained of a platoon from Company G, 328th Infantry. The deed which won for Corporal York the highest award for bravery bestowed by the United States Government, and in which Private Donahue participated, is described in the citation which accompanied the award of the Medal of Honor given to York. The feat occurred near Chatel-Chehery, France, October 8, 1918. The citation says that after his platoon had suffered heavy casualties and three other non-commissioned officers had become casualties, Corporal York assumed command. Fearlessly leading seven men, he charged, with great daring, a machine-gun nest which was pouring deadly and incessant fire upon his platoon. In this heroic feat the machine-gun nest was taken, together with four officers and 128 men and several guns.

LIEUTENANT RILEY BRAVES FIRE

Lieut. Edward C. Riley, United States Navy, another Lawrence boy, received a medal in recognition of a heroic act performed when his ship, the destroyer *Shaw*, suffered collision in the English Channel on October 9,

1918. The *Shaw*, with other destroyers, was convoying the transport *Aquitania* at the time. The *Shaw* in her zig-zag course was headed for the *Aquitania* when her rudder jammed. In order to prevent injury to the transport which was carrying thousands of American troops, the *Shaw* swerved by reversing her engines, and took the blow from the *Aquitania*. The collision started a fire aboard the *Shaw*. When the flames threatened the magazine of the ship, Lieutenant Riley with two others struggled through the blaze in an attempt to reach the valve that would flood the hold. Fortunately the fire was extinguished before it got to the magazine. Lieutenant Riley was badly singed in his adventure.

THE LOST BATTALION

Lawrence boys were included in the famous "Lost Battalion" of the 77th Division. This battalion, consisting originally of 463 officers and men of the 308th Infantry and Company K of the 307th Infantry, was cut off for five days from the remainder of the division, in the Argonne Forest, during the Meuse-Argonne offensive. In the bottom of a ravine, with Germans occupying the high ground on all sides of them, they valiantly fought off capture. On the fourth day Major Whittlesey, the commanding officer, received from the enemy a written proposition to surrender. This was treated with contempt, although the isolated command at the time was without food and had suffered a loss of about 50 per cent in killed and wounded. The battalion was finally rescued by the 307th Infantry in the advance of the division. Private Arthur Thompson of Company D, 306th Machine Gun Battalion, and Private Generino Abbott of Company A, 308th Infantry, were the Lawrence men in the "Lost Battalion." Thompson at the time was attached to the 308th Infantry.

HELPED TO SAVE CHANNEL PORTS

In the spring of 1918, when the Germans were striving to crush the British and French before the reinforcements from America could be of substantial aid, an event occurred which was of direct local interest. The nation was thrilled by the news of the fight of a detachment of American engineers who as a part of the gallant Carey's nondescript "army" helped to stop a gap in the British lines. These engineers were the New England railroad men who, as the 4th Reserve Engineer Corps, trained at Rockingham Park in the early summer of 1917.

RECEIVED MEDAILLE MILITAIRE ON DEATHBED

Gunner Andrew Moffatt of Lawrence, who had enlisted in the British Army, was one of the few soldiers in this country to win the French Medaille Militaire during the World War. This decoration corresponds to the United States Medal of Honor and the British Victoria Cross. Moffatt won this distinction by conspicuous gallantry while attached to the French. He received the decoration just before he died in a mili-

tary hospital at West Haven, Conn., November 27, 1920. Gunner Moffatt never recovered from the terrible gassing he suffered at Ypres in the spring of 1915. He withstood gunshot wounds and German prisons, but the poisonous gas had destroyed his lungs, leaving him the victim of a fatal malady.

A SURVIVOR OF THE "PRINCESS PATS"

In Private John Quinn, Lawrence has one of the 14 survivors of the original Princess Patricia's Canadian Light Infantry Regiment, familiarly known as the "Princess Pats," which is credited with more casualties than any other regiment in the Canadian Army. This famous regiment was one of the first units of the Canadian Expeditionary Forces to reach the front, and at the end of the war there were hardly enough of the original "Princess Pats" left to make up a good-sized firing squad. It was made up of fighting spirits, largely veterans of other wars. It is said that 946 of the regiment's original 1,200 wore war medals, for the most part won in South Africa. In the Second Battle of Ypres, which began April 22, 1915, and lasted till the end of May, the "Princess Pats" won immortal fame, though at a terrible sacrifice. At the close of this battle there was but a shred of the regiment left. Only one in 100 of them was fortunate to have only one wound on him, while hundreds of them died fighting to the last. It was at the opening of the Second Battle of Ypres that the Germans made their first use of poisonous gas, and the gallant Canadians saved the day by holding the line until the French could re-form and the British reserves came up. But the day of crowning glory for the "Princess Pats" was the fateful eighth of May following, when they stood their ground against an assault so fierce that it threatened to wipe out the entire regiment. With machine-gun sections and trench mortar batteries destroyed by terrific artillery fire, the "Princess Pats" stubbornly met the attack of the German infantry with rifles and bombs. Though literally shot to pieces they fought on. When the enemy had been driven off, the reinforcements found the few surviving "Princess Pats" in the support and communication trenches. The fire trench had been obliterated.

HIGH RANKING OFFICERS

A number of Lawrence men held high positions of responsibility in the Army and Navy. Colonel Thorndike D. Howe went overseas as lieutenant colonel of the 102d Field Artillery. Upon arrival in France he was transferred to the post office service, becoming postmaster general of the American Expeditionary Forces with the rank of colonel. He received the Distinguished Service Medal for exceptionally meritorious and distinguished service.

Lieut. Col. Arthur W. Copp, a West Point graduate, was Assistant Chief of Staff in the 2d Army Corps. He went to France in 1917 as a deputy commissioner in organizing the forces of the American Red Cross. While serving in that capacity he received his commission as a major in

the infantry. He was later promoted to lieutenant colonel and assigned to the staff of the 2d Army Corps.

Major Charles A. Mahoney, another West Pointer from Lawrence, went to France with the 4th Division as captain of the Machine Gun Company of the 59th Infantry. After being injured at the front he was sent back of the lines and spent some time in the hospital. Not being fit for duty at the front, he was appointed assistant to the American Provost Marshal at London, with the rank of major, and later for a time served in the capacity of provost marshal.

Major Frank L. Donovan of the 101st Infantry for a time was detailed to the staff of General Pershing at Chaumont, France. In February, 1918, he was assigned to the 1st Division in the Toul sector. When the 26th Division relieved the 1st Division at Toul the last of March, Major Donovan remained, and served with the 26th in the Chateau Thierry drive. He was also attached to the 42d Division, and toward the end of the war served with the Tank Corps.

Major Jeremiah W. O'Mahoney was prominently identified with the motor transportation service of the American Expeditionary Forces. In 1916 he had won a commission in the Regular Army by his ingenuity in getting a truck train through the desert during the punitive expedition into Mexico. In France he served as a major in the Motor Transport Corps, which operated thousands of motor vehicles as well as hundreds of repair shops, from the little shop with the division to the great machine shops in the rear, and also schools of instruction in motor transport.

Major Albert T. Ellis was connected with the Quartermaster's Corps. He was commanding officer in charge of the remount depot at Meucou, and also at Coetquidan, France. At these remount depots horses from the States were received, and sent up to the front as replacements; to them also came back for reconditioning the worn horses from the front. Major Ellis is an old Regular Army man. He was connected with the 1st United States Cavalry. He worked his way up from the ranks, being appointed major when he was assigned for duty as a remount officer in France.

Captain J. William Mahoney went overseas as adjutant of the 2d Battalion, 101st Infantry. He later served as animal transportation officer of the 26th Division, and also as regimental adjutant of the 101st Ammunition Train.

Lieut. Commander Frank Schlapp, U. S. N., another Lawrence boy, held high positions of responsibility during the World War. He enlisted in the Navy some years ago, and has worked his way up through the various grades. He won his first promotion to a commission grade by a brave act performed in May, 1907, while a gun pointer on the *U. S. S. Georgia*. During target practice off Provincetown 12 men were killed by an explosion in one of the gun turrets of the *Georgia*. Schlapp is credited with saving the rest of the crew by struggling through the flames and

closing the door of the ship's magazine. An investigation ordered by President Roosevelt, resulted in the promotion of Schlapp to ensign. During the early months of the last war he held the rank of lieutenant and was drill executive at the naval training station at Norfolk, Va. Toward the close of the war he was made a lieutenant commander, and given command of the *U. S. S. Eagle No. 14*.

Lieut. Philip J. Kelley, U. S. N., of Lawrence, was in command of a squadron of submarine chasers which left New London, Conn., for duty in foreign waters during the war.

Lieut. Col. Charles F. Sargent of Lawrence was United States Property and Disbursing Officer for Massachusetts during the war.

THE DRAFT

According to the report of the Provost Marshal General to the Secretary of War, Lawrence had a total registration of 23,702 in the three registrations conducted under the Man Power Act. On June 5, 1917, there were 10,109 registered between the ages of 21 and 30 years, inclusive. In June and August, 1918, those who had reached the age of 21 years since June 5, 1917, were registered with a total of 792. On September 12, 1918, under an extension of the draft ages down to 18 years and up to 45 years, the final registration was held, when 12,801 were enrolled. Few of those in this enrollment went into the service, the armistice of November 11, 1918, stopping further mobilization.

The following data relative to the operation of the selective draft in Lawrence may be of interest:

	REGISTRATION		
	June 5, 1917	June and August, 1918	September 12, 1918
Division 1	3,313	286	4,265
Division 2	3,795	234	4,452
Division 3	3,001	272	4,084

	INDUCTION	
Division 1	637 Accepted at Camps	
Division 2	623 Accepted at Camps	
Division 3	654 Accepted at Camps	

	PHYSICAL GROUPS			
	General Service	Remedials	Limited Service	Disqualified
Division 1	483	33	95	214
Division 2	76	25	89	64
Division 3	546	29	116	205

	DEFERMENTS		
	Dependability	Agricultural	Industrial
Division 1	1,011	2	30
Division 2	708	2	13
Division 3	1,023	1	16

The local Draft Exemption Boards comprised: Division One (Wards One and Six), H. Christopher Chubb, chairman; Fred E. Twiss, Dr. Granville S. Allen. Division Two (Wards Two and Three), Wilbur E. Rowell, chairman; Clinton O. Andrews, Dr. George W. Dow. Division Three (Wards Four and Five), John Hendry, chairman; Nathaniel E. Rankin, Dr. John J. O'Sullivan. On the District Board of Appeals, Lawrence was represented by Matthew A. Cregg.

HOME ACTIVITIES

While the boys in the service were doing their bit the people at home were active in the many movements carried out to help successfully prosecute the war. A full and elaborate account of the work of the great many individuals who contributed to the success of Lawrence's war activities at home would fill a good-sized volume in itself.

One of the most important organizations engaged in home activities was the Committee on Public Safety. Organized primarily to prepare for any emergency which might arise from the war that would imperil the safety and security of the community, the scope of this committee was extended so that there were few activities that did not directly or indirectly concern the organization.

It was early realized that food would be an important item in the prosecution of the war. The Committee on Public Safety increased the production of food supplies by preparing land, free of cost, for tillage in both city and suburbs. In all, 720 such garden plots were prepared, ranging from back-yard lots to tracts of five acres. These aggregated 98 acres, and the yield was bountiful.

A combination of coal and sugar shortage was met in a manner that greatly mitigated the suffering from this cause. A fuel committee was organized to regulate the fuel supply, and steps were taken to conserve coal. Sugar was bought by the Committee on Public Safety, and distributed at cost prices to those suffering from the need of it.

With the regular companies of the National Guard in the service, home protection was assured by the forming of a company of the Massachusetts State Guard. An emergency police force of 1,000 men was also formed, consisting of ten companies, all officered, assigned to stations in various parts of the city, and under a chief. This force was to be called into service only in case an emergency arose which would cause the police authorities to believe its assistance was needed. The State Guard unit was known as Company I, 16th Regiment. It was in command of Capt. James E. Connors. Hon. Louis S. Cox of this city was colonel of the regiment, and Charles A. Salisbury adjutant. These three were old State militia men, as were practically all the officers of the State Guard. Fred F. Flynn was chief of the Emergency Police.

The Committee on Public Safety, as first named, comprised 40 members. After organization this number was increased, although the

committee functioned largely through its executive committee and the chairmen of the various sub-committees. These included: Executive committee—Mayor John J. Hurley, chairman; James H. Bride, vice chairman; James E. Donoghue, secretary; Daniel J. Murphy, treasurer; Leonard E. Bennink, George E. Rix, Fred F. Flynn. Chairmen of sub-committees—agriculture, Justin E. Varney; finance, James H. Bride; public works and safety, Aldermen James W. Cadogan and Peter Carr; hygiene, medicine and sanitation, Dr. William J. Sullivan; coördination of aid societies, James D. Horne; recruiting, Major Thorndike D. Howe; food conservation, James R. Walker; canning and preserving, Mrs. Irving W. Sargent; home guard, Brig.-Gen. W. H. Donovan; non-war construction curtailment, Mayor Hurley; publicity, Joseph J. Flynn.

Alderman Robert S. Maloney represented Lawrence in the Public Service Reserve which conducted the enrollment of mechanics for necessary war work. Thomas A. Walsh was Food Administrator for Lawrence. Mrs. Paul R. Clay represented Lawrence on the Essex County Committee on Food Conservation. The Fuel Committee, which controlled the distribution of fuel in Lawrence during the war, comprised: Richard Ward, chairman; Michael O'Brien, Charles A. Stone, George E. Rix, Daniel F. McCarthy.

The Red Cross, Young Men's Christian Association, Knights of Columbus, Salvation Army and Jewish Welfare Board, as auxiliaries to the efforts of the Army and Navy authorities, in maintaining the moral and physical welfare of the men in the service, did commendable work. In this connection we might also mention the War Camp Community Service, the Young Women's Christian Association and the American Library Association which did their part in caring for the needs of the soldiers. Many people from Lawrence were engaged in the movements of all these organizations.

AMERICAN RED CROSS

The Lawrence Branch of the American Red Cross sprung from the need of such an organization in Lawrence, when the country entered the World War. The movement was initiated by Mrs. Thorndike D. Howe, Mrs. John P. O'Brien, Clinton O. Andrews and H. L. Sherman, and the local branch was definitely organized in the spring of 1917, with Clinton O. Andrews as chairman; Mrs. Thorndike D. Howe, vice chairman; Clara L. Prescott, secretary; H. L. Sherman, treasurer. In October, 1917, Mrs. Howe was succeeded as vice chairman by Mrs. Paul R. Clay. The Red Cross took a prominent part in Lawrence's activities for a successful prosecution of the war.

Notwithstanding the many duties imposed upon it, the local branch never failed in any quota of work sent to it. Under the various sub-chairmen and units the following work was accomplished: 11,951 garments; 439,608 surgical dressings; 11,079 knitted articles; 564 handker-

chiefs and head dresses; 3,500 kits, 3,000 of which were distributed to local boys; 445 knitting bags. The Red Cross acted as agent for the government in distributing the regulation size Christmas box for overseas men, and 1,376 were inspected at the local post office.

The chairmen of the units engaged in this work of the Red Cross follow: Red Cross Home Club, Dr. Rogers Rutter; Central Methodist Church, Mrs. D. K. Webster; St. Mary's Unit, Rev. James T. O'Reilly; Lawrence Street Congregational Church, Mrs. W. M. McQuestion; St. Patrick's Unit, Mary Lanigan; First Baptist Church, Mrs. Clara Decker and Mrs. George Marsden; St. Anne's Unit, Agnes Cyr; Grace Church Mothers' Society, Mrs. John Willan; St. Laurence's Unit, Rev. Henry T. Regan and Rev. Frederick S. Riordan; Second Baptist Church, Mrs. Edward Freeman; South Lawrence Unit, Mary Lanigan; Sacred Heart Unit, Mrs. H. C. Croteau; East Street Sewing Club, Mrs. Waldo Sanborn; Free Baptist Church, Mrs. George D. Fitts and Mrs. Harry G. Irving; Boethian Class of Second Baptist Church, Mrs. Lewis D. Goodwin; Parker Street M. E. Church, Mrs. William Dutton; St. Paul's M. E. Church, Mrs. Walter Smith; St. Mark's M. E. Church, Mrs. H. J. Furneaux; Advent Christian Church, Mrs. Charles Trumbull; Trinity Congregational Church, Mrs. John Parker; United Congregational Church, Mrs. Hiram Mellor; War Well Club, Mrs. R. F. Pickels; Howe Street Unit, Mrs. William Fogg; Polish Women's Club, Marie Nowak; Canobie Lake Unit, Mrs. Wright; Christian Science Church, Mrs. John Curnew; Unitarian Church, Mrs. Grace Dyer; Universalist Church, Mrs. A. J. Hanscom; G. A. R. Circle, Mrs. John A. Brackett; Young Women's Christian Association, Bertha C. Macurdy; Travelers' Club, Mrs. Lewis A. Foye; Women's Club, Mrs. L. A. Foye and Mrs. W. D. Twiss.

The Home Service Department of the Red Cross was very active. It aided, as far as was humanly possible, the families of the men enlisted in the military and naval forces of the nation to maintain the essential standard of American home life during the absence of the men. This service consisted of the giving of financial assistance, furnishing advice, the preparation and forwarding of necessary papers for obtaining government allotments and allowances, and any form of service which would prevent the men from worrying over conditions at home and help maintain the morale of the Army and Navy. Irving W. Sargent was chairman and Harriet Partridge executive secretary, of this important branch of the Red Cross activities in Lawrence.

In connection with the home work for the soldiers, John P. Ryan, the State armorer, might be mentioned. He was one of the busiest individuals engaged in looking after the needs of the service men.

CAMPAIGNS FOR WAR FUNDS

In every war fund campaign Lawrence went over the top to complete success. She not only oversubscribed her quota in every instance, but she did it with a spirit that was splendid.

The chairmen of the organizations in charge of the major movements for the raising of money, and the amounts raised were as follows: First Liberty Loan, Fred H. Eaton, \$3,387,100; Second Liberty Loan, Albert I. Couch, \$6,368,000; Third Liberty Loan, George F. Russell, \$4,600,000; Fourth Liberty Loan, Cornelius J. Corcoran, \$8,082,300; Fifth (Victory) Liberty Loan, James H. Bride, \$5,078,950; First American Red Cross War Fund, Leonard E. Bennink, \$35,000; Second American Red Cross War Fund, George F. Russell, \$142,200; Knights of Columbus War Fund, James H. Bride, \$45,883; United War Work Fund, James H. Bride, \$206,718. The United War Work Fund drive was known as the "seven-in-one" campaign. The fund raised was distributed among seven organizations engaged in war work, *i.e.*, the Young Men's Christian Association, Young Women's Christian Association, Knights of Columbus, Salvation Army, Jewish Welfare Board, War Camp Community Service, American Library Association. Although the corporations bought heavily of bonds, and helped greatly in the oversubscribing of the city's quotas in the Liberty Loan drives, the individual subscriptions were more significant of the spirit of the people of the city. Much to the credit of the community, approximately one-third of the population were enlisted among the individual subscribers. Among the major drives for war funds, mention might be made of the Red Cross membership roll call in December, 1917, when \$22,200 was raised. George F. Russell was also chairman of the local committee in charge of this movement. H. L. Sherman was treasurer of all the Liberty Loan drives, United War Work Fund and Red Cross. Joseph J. Flynn directed the publicity for practically all of the major campaigns for war funds. The newspapers of the city gave freely of their columns, and also assisted with forceful editorials on the drives.

Some reference should be made to the "Four-Minute" men, the public speakers who helped to carry the message to the public in all the important drives, particularly for the Liberty Loans. They aided greatly in the success of the movements in which they were engaged. Mention might also be made of the lawyers of the city, who gave their services in a legal-advisory capacity in connection with the draft.

DAWN OF PEACE

While the announcement of the armistice which ended the war must have overflowed with gladness the hearts of our boys in the service, it set the folks at home actually wild with joy. It was as though a dam had burst and a flood of happiness had inundated the city.

Before daylight on the morning of November 11, 1918, word was flashed from Washington that the armistice had been signed. The municipal authorities had previously arranged to have a signal given on the fire alarm in such an event. When the bells rung out the peace tidings the community was electrified. People leaped from their beds, and hastily dressing poured out of the houses. Great throngs paraded the streets,

giving vent to their joyous emotions in a spontaneous, jubilant celebration.

The demonstration lasted all day and into the night. It spent itself in a great victory parade on the following day. Business houses and industries of all kinds were shut down. Everything, apparently, was forgotten except the fact that the whole community was overjoyed and wanted to celebrate. It was the greatest celebration in the history of Lawrence.

BACK FROM THE WAR

Early in 1919 our boys began to return from war. Lawrence, proud of her sons who served so well the cause of the Nation, opened her arms in welcome.

For weeks the discharged service men gradually streamed into the city. When our National Guard units with the 26th Division returned in April, thousands of our boys had been discharged from the service and were back home.

The 26th Division left France the latter part of March, and the transports carrying its various units began to arrive at Boston on April 4. Upon landing the men boarded trains for Camp Devens where the division was later demobilized.

On April 16, Lawrence gave the returned service men an enthusiastic welcome-home reception. The local boys of the 26th Division, on leave of absence from Camp Devens, arrived at the South Lawrence depot at noon. There they were met by a reception committee. Escorted by the State Guard, the veterans of the Civil and Spanish-American Wars, and large representations of already discharged soldiers and sailors, besides nurses and medical men who had been in the service, the boys of the 26th marched through the principal streets of the city to the State armory where an informal reception was held.

Over a path strewn with confetti and under gaily bedecked arches the boys were paraded through the cheering thousands who lined the route. It was an occasion of great happiness, and yet a sad one for many families whose boys would not return.

The climax of the welcome-home demonstration occurred at Boston on April 25, when the entire 26th Division marched in review. All New England shared in the welcome. The following day demobilization began, and within a few days all the local boys were mustered out of the service.

THE AMERICAN LEGION

Out of the World War has arisen an organization of ex-service men, which, like the Grand Army of the Republic, will live while there remain any veterans of the conflict. It was fitting that the young men who joined in the defense of the country's cause in 1917-18 should provide for the preservation of the memories and incidents of their association in the service.

In the American Legion the service men of the late war have a repre-

sentative body that takes its place among the leading patriotic organizations of the country. Its professed aims and purposes place upon its members obligations which should be of lasting benefit to their respective communities, as well as the State and the Nation. These are contained in the following preamble to its constitution: "To uphold and defend the Constitution of the United States of America; to maintain law and order; to foster and perpetuate a one hundred per cent Americanism; to preserve the memories and incidents of our association in the Great War; to inculcate a sense of individual obligation to the community, State and Nation, and to combat the autocracy of both the classes and the masses; to make right the master of might; to promote peace and good will on earth; to safeguard and transmit to posterity the principle of justice, freedom and democracy; to consecrate and sanctify our comradeship by our devotion to our mutual helpfulness."

Lawrence Post, No. 15, American Legion, was instituted June 10, 1919, with the following ex-service men as charter members: Hartley L. Calvert, Philip L. Smith, John J. Darcy, Frank L. Donovan, John J. Doherty, Leon C. Waite, Nathaniel H. Webster, Aime LaTulippe, Donald C. Bennink, Joseph A. Bacon, J. William Mahoney, Arthur B. Cranshaw, James J. Madden, William McGinnis, Oscar E. Dick. The first officers of the organization were: Commander, Frank L. Donovan; vice-commander, Donald C. Bennink; adjutant, Leon C. Waite; finance officer, Raymond W. Hamel; historian, John J. Hogan; chaplain, John A. O'Hearn; executive committee, William McGinnis, James A. Donovan, John J. Darcy, James Madden, Israel Goldberg, Farris Marad, Raphael Hunarian, Benjamin Poole, Albert Douglas.

On April 29, 1923, the present home of the post was dedicated, the city having remodelled and turned over to the World War veterans the old brick fire house at the corner of Franklin and Concord Streets. Here, in attractive, comfortable quarters, the local branch of the American Legion is well established. The post has become an important factor in the civic life of the community.

In 1924 these officers directed the affairs of the organization: Commander, John J. Darcy; first vice-commander, Richard A. Doyle; second vice-commander, James W. Bradley; adjutant, John E. Abercrombie; custodian, Albert T. Ellis; finance officer, James J. Boches; chaplain, Rev. Malcolm E. Peabody; vice chaplain, Harry Mason; historian, Marion (Mitchell) Doyle; executive committee, James A. Donovan, John J. Hogan, George Roche, William J. Hayes, Harold M. Allen, James F. Hickey, Frank J. Killilea, Samuel B. Levine, Hartley L. Calvert.

Mention might be made of two other veterans' organizations which were established after the World War. On June 10, 1920, the Howard-Schofield-Hayden Post, No. 448, Veterans of Foreign Wars of the United States, was organized in Lawrence. On April 6, 1923, the Queen City Chapter, No. 12, Disabled American Veterans of the World War, was also organized here.

DIED IN SERVICE

Antonio Aboefriata, U. S. Army, of wounds
 Frank Alekno, Co. B, 23d Infantry, of wounds
 Namie Alexander, U. S. Army, of disease
 Harry A. Alkins, U. S. Army, in railroad accident
 Oswald E. Apitz, Hdq. Co., 23d Infantry, of wounds
 Stephen Arsenault, Canadian Army, in action
 William Arsenault, Canadian Army, in action
 Joseph Ashkenazy, U. S. Army, in action
 Creeko Babian, French Army, of wounds
 Joseph A. Bain, U. S. Navy, of injuries from accident
 Alfred W. Banan, U. S. Army, of disease
 W. Melville Beals, U. S. Army, of disease
 Frank A. Beevers, U. S. Marine Corps, of wounds
 Benjamin Berenitzki, 325th Infantry, of disease
 Alfred W. Berr, M. R. C., U. S. Army, of disease
 Jean B. Berube, U. S. Army, of disease
 Thomas Berwick, British Army, in action
 Henri Beuque, French Army, of wounds
 John T. Bodkin, U. S. Army, of disease
 John Booth, British Army, in action
 Alfred Boulanger, Canadian Army, of disease
 Joseph H. Boyle, Co. F, 101st Infantry, in action
 Joseph Bradley, Canadian Army, wounds and disease
 James F. Britton, Canadian Army, in action
 Joseph Britton, Canadian Army, of wounds
 Alexander B. Bruce, 94th Aero Squad., U. S. Army, in action
 Frank H. Burnham, U. S. Army, of disease
 William F. Burns, Hdq., 345th Tank Bat., of wounds
 Orleanis W. Burton, U. S. Army, in action
 Cornelius A. Callahan, 11th Co., C. A. C., of disease
 Benjamin A. Cardillo, Co. C, 326th Infantry, in action
 Thomas J. Cate, 177th Aero Squad., U. S. Army, of disease
 Joseph S. Chaisson, Canadian Army, in action
 Joseph F. Charbonneau, Bat. C, 102d Field Artillery, of disease
 Jean B. Chenard, Hdq. Co., 102d Field Artillery, of wounds
 John L. Clabby, Co. F, 101st Infantry, of wounds
 Wilfred Claymore, Co. K, 23d Infantry, in action
 Peter Conroy, U. S. Army, of disease
 Edmund N. Costello, Co. I, 23d Infantry, in action
 Edward A. Costello, Co. D, 2d Ammunition Train, of disease
 Peter A. Cote, Co. K, 9th Infantry, in action
 Patrick Coyne, Co. A, 18th Infantry, in action
 John Cranston, Canadian Army, in action
 William Cronin, Co. F, 84th Infantry, of disease
 Jeremiah J. Cronin, U. S. Army, of disease
 Edward Cullen, British Army, of wounds
 Omer C. Daigneault, U. S. Army, of wounds
 Joseph Damphouse, Canadian Army, in action
 Alekex Dansky, U. S. Army, of wounds
 Herbert Davis, Canadian Army, in action
 Wassil Delendick, U. S. Army, of disease
 Romeo De Patrie, Co. I, 102d Infantry, in action
 Edward F. Devlin, Co. F, 101st Infantry, of wounds
 James Diamond, Canadian Army, in action
 Peter A. Diaz, U. S. Army, of disease
 John Dirairmo, U. S. Army, in action
 John Doucette, Co. K, 308th Infantry, in action
 Jason S. Draper, 306th Engineers, U. S. Army, of disease
 Arthur G. Dyer, Bat. C, 102d Field Artillery, of injuries from accident
 Frederick G. Edwards, Co. L, 103d Infantry, of wounds
 Frederick Evans, Co. H, 16th Infantry, in action

Joseph Eyre, Canadian Army, in action
 Thomas J. Fallon, U. S. Army, of disease
 Jeremiah Fenton, U. S. Navy, of disease
 Lawrence W. Fielding, Co. H, 23d Infantry, in action
 Wilfred Fillion, 82d F. A., U. S. Army, of disease
 Abraham Fine, 30th Infantry, U. S. Army, in action
 Louis Fingleton, U. S. Navy, lost at sea
 Thomas M. Fleming, 4th Med. Unit, U. S. Army, of disease
 Ernest W. Foster, Co. F, 104th Infantry, of disease
 Joseph O. Fournier, Canadian Army, in action
 Jean B. Fredette, Jr., Bat. E, 60th Field Artillery, of disease
 Charles G. Fyfe, Hdq. Co., 102d Field Artillery, of wounds
 Fred C. Garlick, 10th F. A., U. S. Army, of wounds
 Paul Gaston, Co. H, 23d Infantry, in action
 Gerry Gaudet, Canadian Army, in railroad accident
 Benjamin G. Ginsburg, C. A. C., U. S. Army, of disease
 Maurice A. Given, 301st Supply Train, of disease
 Walter Goodman, Canadian Army, in action
 William O. Gordon, Bat. F, 306th Field Artillery, of disease
 Arthur W. Green, Co. L, 104th Infantry, in action
 William J. B. Guthrie, Co. L, 104th Infantry, of wounds
 Ephatios Hassotis, Co. G, 309th Infantry, in action
 Frank J. Hayden, Bat. C, 147th Field Artillery, in action
 Burt Hazelhurst, U. S. Army, of disease
 Alfred A. Hewett, Canadian Army, in action
 James M. Higgins M. G. Co., 308th Infantry, of wounds
 George E. Hogan, S. A. T. C., U. S. Army, of disease
 Michael E. Howard, Co. D, 103d Engineers, in action
 Elwood C. Hutchinson, Co. M, 325th Infantry, of disease
 Jules Jalbert, Co. B, 98th Infantry, of wounds
 Louis J. Joyce, Ordinance Corps, U. S. Army, of injuries from accident
 Samuel A. Kaplan, Co. F, 101st Infantry, of wounds
 Thomas Kearns, U. S. Army, of disease
 John Kellett, British Army, in action
 Everett R. Kenney, Bat. C, 102d Field Artillery, of disease
 David Kuperstein, Co. M, 328th Infantry, in action
 Joseph Lachance, Co. D, 104th Infantry, in action
 William F. Lacourse, U. S. Navy, of disease
 Leo La Fontaine, Co. F, 314th Infantry, of disease
 Walter A. Lane, C. A. C., U. S. Army, of disease
 George A. Larochelle, Co. D, 9th Infantry, of wounds
 Francis M. Leahy, Co. F, 101st Infantry, in action
 Joseph E. Leclair, Co. I, 56th Infantry, of injuries from accident
 Jules Leclerc, Co. A, 12th M. P., of disease
 Carl Lindquist, Hdq. Co., 23d Infantry, in action
 Paul E. Lorenz, 305th Infantry, U. S. Army, in action
 Mario Lucchesi, Co. M, 23d Infantry, in action
 Felix Lynch, Canadian Army, in action
 Justin A. McCarthy, U. S. Navy, of disease
 John H. MacCreadie, U. S. Navy, of disease
 Daniel McGillen, Canadian Army, in action
 Francis S. McHenry, Supply Co., 5th Pioneer Infantry, of disease
 Joseph McKnight, British Army, of wounds
 John J. McKeown, Co. B, 306th Infantry, in action
 Edmond P. Maes, San. Detach., 101st Field Artillery, in action
 Joseph Majolis, Co. H, 23d Infantry, of wounds
 Henry M. Mann, San. Detach., 103d Field Artillery, in action
 August Mathison, Bat. C, 102d Field Artillery, in action
 Arthur L. Marshall, U. S. Army, of disease
 Jessie B. Marriner, Nurse, U. S. Army, of disease
 Charles A. Martin, U. S. Navy, of disease
 Alfio Mazza, Italian Army, in action
 Louis Milyaro, Co. L, 58th Infantry, in action

Peter Montana, Co. M, 328th Infantry, in action
Alonzo Moore, U. S. Navy, of disease
David C. Morgan, San. Detach., 101st Field Artillery, of gas
Fred Morgan, Canadian Army, in action
Paul L. Mulhare, S. A. T. C., U. S. Army, of disease
John J. Mullaney, Co. K, 4th Infantry, in action
Simon Nolan, U. S. Navy, lost at sea
Lorenzo Novello, Co. H, 23d Infantry, of injuries from accident
William J. O'Brien, Co. F, 302d Infantry, in action
John M. O'Connell, Co. F, 101st Infantry, in action
Philip J. O'Connell, Med. Detach., 39th Infantry, in action
Frank O'Connor, U. S. Army, in action
Andrew O'Dea, Canadian Army, of wounds
George T. Oliver, Canadian Army, in action
Daniel J. O'Sullivan, 504th Engineers, U. S. Army, of wounds
Jean B. Ouelette, U. S. Army, of disease
Elphege Paradis, Canadian Army, in action
Henry Parish, Supply Co., 302d Field Artillery, of wounds
Joseph Paulauskas, Co. F, 306th Infantry, in action
Robert Peel, Co. F, 9th Infantry, in action
Lawrence G. Pike, U. S. Army, of disease
Anthony Pineault, British Army, of wounds
Leonard Potter, British Army, in action
Joseph J. Ravich, U. S. Army, of disease
Augustine D. Regan, Co. K, 23d Infantry, in action
Gerald V. Regan, 5th Regt., Marine Corps, of wounds
Henry J. Regan, Co. F, 101st Infantry, in action
Daniel Reid, Canadian Army, in action
Thomas Rogers, British Army, in action
Frank D. Rowell, Co. F, 101st Infantry, of disease
Benjamin Roy, U. S. Army, of disease
Ernest M. Russell, Co. K, 23d Infantry, in action
James F. Ryan, Co. E, 307th Engineers, of wounds
George W. Ryley, Co. L, 102d Infantry, in action
Joseph G. Sambataro, Co. L, 328th Infantry, in action
Jeremiah L. Savage, Co. M, 356th Infantry, in action
George E. Scanlon, Bat. C, 102d Field Artillery, of injuries from accident
James J. Schofield, Co. G, 148th Infantry, in action
Laborio Scimone, Co. F, 23d Infantry, in action
Cesare Selitto, U. S. Army, of disease
George E. Sipsey, U. S. Army, of disease
Clifton Smith, Co. K, 23d Infantry, in action
Harry Spritz, Co. D, 104th Infantry, in action
Ernest E. Starkweather, U. S. Navy, accidental drowning
Francis C. Steele, Co. H, 9th Infantry, in action
Herbert F. Stiegler, U. S. Army, of disease
Charles L. Sullivan, Med. Detach., 301st Infantry, of disease
Michael Sullivan, U. S. Army, of disease
John J. Sweeney, Co. F, 101st Infantry, in action
Abraham J. Tahan, U. S. Army, of disease
Joseph Tarallo, 308th Infantry, U. S. Army, of wounds
Everett Teft, Co. F, 301st Engineers, in accident
Benjamin Townsend, British Army, in action
Sebastian O. Traina, 308th Infantry, U. S. Army, in action
Joseph Tribadi, U. S. Army, of wounds
Victor Tryc, Co. D, 50th Infantry, of disease
Augustine Tucci, Italian Army, in action
John F. Turner, Co. F, 9th Infantry, of wounds
William Uller, U. S. Army, of disease
Alphonse Valcourt, Co. B, 4th Infantry, of wounds
Leon P. Valcourt, Co. K, 23d Infantry, in action
Henry Vandenbogaerde, Co. C, 302d M. G. Bn., of disease
Arthur P. Vaudreuil, Co. L, 103d Infantry, of wounds

Frank J. Wagenbach, U. S. Army, of disease
 John Welch, Canadian Army, in action
 John E. Welch, U. S. Army, of disease
 Charles W. Wells, Co. G, 308th Infantry, of wounds
 Alexander White, Canadian Army, in action
 Joseph C. Wooles, Co. B, 325th Infantry, of wounds
 Frank Wright, Co. B, 28th Infantry, of wounds
 William J. Young, British Army, in action
 Matteo Zappala, Italian Army, in action
 Stanley Zazlona, M. G. Co., 308th Infantry, in action

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 Castle, Harry, Jr.
 Castle, John
 Caswell, Thomas
 Cataldo, Charles
 Catania, Antonio
 Cate, Edgar
 Cate, Thomas J.
 Catineau, Donat E.
 Caux, Theophile
 Cavallaro, Salvatore
 Cavallo, Joseph
 Cavallo, Manuel
 Cavanagh, Joseph
 Cavanagh, Thomas F.

- Cavanagh, William
 Cavanaugh, John J.
 Cavanaugh, Joseph
 Cavanaugh, Joseph J.
 Cavanaugh, Paul
 Cayer, Aime
 Cawson, Walter
 Chabot, Joseph
 *Chadwick, Amelia
 Chadwick, Charles F.
 Chadwick, Ernest
 Chadwick, George H.
 Chadwick, Harold
 Chadwick, Lawrence
 Chaisson, Joseph
 Chaisson, Joseph S. (2)
 Chaltas, Elias
 Chaltas, Nicholas M.
 Champagne, Alphonse
 Champagne, Arthur
 Champey, Michael A.
 Chandler, Alfred
 Chanecke, Hipolit
 Charbonneau, Frank
 Charbonneau, Joseph F.
 Charcotte, Thomas T.
 Charlton, George
 Charlton, Percy A.
 Charocey, Felix
 Chase, Abraham
 Chase, James A.
 Chatalian, Garabed
 Chenard, Emile L.
 Chenard, Jean B.
 Chenard, Louis
 Cheney, George
 Chessim, Belislaw
 Chicken, Harold M.
 Chickit, John
 Childs, Frederick J.
 Chimielski, Anthony
 Chretien, Edward
 Christian, Oliver, Jr.
 Christy, Joseph G.
 Chuljian, Bagdazar
 *Churchill, Myrtle
 Ciaplik, Jalijonas
 Ciccazzo, Guiseppe
 Cilley, Charles H.
 Cincinnati, Samuel
 Ciurana, Francesco
 Clabby, John L.
 Clancy, Gerald
 Clark, Anthony
 Clark, Charles
 Clark, Frank
 Clark, Henry J.
 Clark, James P.
 Clark, John F.
 Clark, John H.
 Clark, Joseph
 Clark, Patrick L.
 Clark, William
 Clark, William T.
 Clarkson, Harry G.
 Claus, Edward A.
 Clayman, Leon
 Claymore, Wilfred
 Clear, William
 Cleaves, Edwin L.
 Cleaves, Roy
 Clee, Henry J.
 Clee, Samuel B.
 Clement, Albert A.
 Clement, Alfred S.
 Clement, Joseph J.
 Clemmens, William J.
 Clinton, Frederick H.
 Cloonan, Martin
 Cloutier, Cyprien
 Cloutier, Joseph
 Coakley, Joseph E.
 Coan, John T.
 Coan, Joseph A.
 Cocchetti, Antonio
 Cochrane, Robert
 Coco, Alfred
 Coco, Antonio
 Coco, Guiseppe
 Cody, Alphonse
 Cody, Charles A.
 Cody, Harry
 Cody, William
 Cogswell, Wilder
 Cohen, Harry
 Cohen, Israel
 Cohen, Jacob
 Cohen, Randall I.
 Coia, Bernard
 Colamieri, Livio
 Colby, Charles A.
 Coleman, Frank E.
 Coleman, Thomas S.
 Collard, David G.
 Colligan, Fred E.
 Collins, Arthur J.
 Collins, Bernard J.
 Collins, Charles L.
 Collins, Daniel
 Collins, Dennis F.
 Collins, Edward F.
 Collins, Frank
 Collins, Frederick J.
 Collins, James A.
 Collins, John A.
 Collins, John J. (2)
 Collins, John T.
 Collins, Joseph
 Collins, Joseph A.
 Collins, Joseph J.
 Collins, Matthew
 Collins, Thomas A.
 Collins, Timothy
 Collins, Timothy C.
 Collins, Timothy F.
 Collins, William J.
 Collopy, John J.
 Collopy, Richard F.
 Collopy, William E.
 Colman, Leon T.
 Colombo, John M.
 Colson, Z. William
 Coltart, William J.
 Colter, Frank
 Colter, John W.
 Comasso, Pasquale
 Comber, Thomas F.
 Comeau, Arthur
 Comer, William E.
 Comlin, Adam, Jr.
 Condon, John A.
 Condon, Richard F.
 Conilla, Peter
 Conley, Boniface
 Conley, Frank E.
 Conlin, Alfred A.
 Conlon, Daniel F., Jr.
 Condon, Joseph
 Condon, Thomas
 Connal, David
 Connal, James
 Connell, David J.
 Connell, James J.
 Connell, Thomas
 Connelly, Daniel J.
 Connelly, Edward
 Connelly, John L.
 Connelly, Patrick
 Connelly, Peter
 Connolly, James F.
 Connon, Shock
 Connor, Harold A.
 Connor, James
 Connor, John F.
 Connor, Leslie W.
 Connors, Arthur E.
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 Connors, Charles E.
 Connors, Edward
 Connors, George E.
 Connors, James F.
 Connors, John A.
 Connors, Joseph
 Connors, Leo
 Connors, Robert
 Connors, Thomas
 Conrad, Fred B.
 Conroy, Joseph W.
 Conroy, Peter
 Conover, Paul S.
 Consentino, Albert
 Consentino, Philip
 Consentino, Vincenzo
 Consoli, Guiseppe
 Constantino, Peter
 Contarino, Rosario
 Contey, Boniface
 Conti, Francesco
 Conti, Joseph

- Conti, Samuel
 Conti, Xavier
 Contois, Jean B.
 Contorelli, Guiseppe
 Converse, Robert M.
 Conway, Benjamin F.
 Conway, Frank
 Conway, Frank T.
 Conway, Jeremiah
 Conway, Timothy
 Conway, William S.
 Cook, James J.
 Cook, John F.
 Cookson, Donat
 Cookson, James J.
 Cooreman, Charles
 Copp, Norman
 Coppa, Salvatore
 Coppolla, Salvatore
 Corbett, Frank
 Corcoran, Daniel
 Corcoran, Fred
 Corcoran, Thomas F.
 Corcoran, Thomas J.
 Cordeau, Edgar L.
 Coridis, Peter
 Corn, Max
 Corn, S.
 Cornwell, Frederick
 Corps, Henry J.
 Corset, John
 Cosgrove, Arthur F.
 Cosgrove, Arthur J.
 Cosgrove, Frederick P.
 Cosgrove, Patrick J.
 Coskren, Augustine M.
 Costa, Salvatore
 Costello, Daniel J.
 Costello, Daniel V.
 Costello, Edmund N.
 Costello, Edward A.
 Costello, Edward J.
 Costello, George J.
 Costello, John
 Costello, John E.
 Costello, Martin
 Cote, Alfred (2)
 Cote, Frank
 Cote, Hector
 Cote, James M.
 Cote, Joseph
 Cote, Joseph M.
 Cote, Peter A.
 Cote, Wilfred J.
 Cote, William
 Cottam, Marmaduke
 Cotter, Frank
 Cotter, Samuel B.
 Cotter, William
 Cotter, William F.
 Cottrell, Ernest S.
 Coughlin, Edward J.
 Coughlin, Herbert W.
 Couilliard, Charles
 Coulter, William W.
 Coulton, Alfred
 Courtemarche, David
 Courtney, Michael A.
 Coury, Thomas P.
 Cousens, James B.
 Coutes, Alfred
 Coutu, Albert
 Couture, Amede
 Couture, J. Harvey
 Couture, Peter
 Cowx, Herbert
 Cox, George
 Cox, Owen F.
 Cox, William B.
 Coxhead, Howard
 Coyle, Charles A.
 Coyle, Farrell D.
 Coyle, Rev. James A.
 Coyne, Frank
 Coyne, James
 Coyne, Patrick J.
 Coyne, Thomas J.
 Crabtree, Joseph
 Craig, Carl C.
 Craig, Chester L.
 Craig, Herbert R.
 Craig, Norman A.
 Craigen, John E.
 Crandall, Walter M.
 Crane, Lawrence A.
 Cranshaw, Arthur B.
 Cranston, John
 Craven, Harold
 *Craven, Helen
 Craven, Richard H.
 Crawford, Edward A.
 Crawford, Leo J.
 Crawford, William E.
 Creeley, George F.
 Creeley, William F.
 Creevan, Maurice J.
 Cregg, Hugh
 Crichton, James
 Crimmins, John J.
 Cristaldi, Sebastiano
 Crockett, Albert
 Crockett, George
 Crohor, Mhorm
 Crompton, Harold M.
 Crompton, Kenneth
 Cronin, Augustine M.
 Cronin, Charles A.
 Cronin, Daniel J.
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 Crosby, John
 Crosby, Lawrence J.
 Cross, John W.
 *Croston, Helen G.
 Croston, John
 Croteau, Amede
 Croteau, Joseph A.
 Croteau, Napoleon
 Croteau, Philip
 Croteau, Philibert C.
 Crouch, Fred
 Crouch, Herbert A.
 Crouch, Leonard
 Crowley, Daniel F.
 Crowley, Edward M.
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 Crowley, Louis C.
 Crowley, Pierce F.
 Crowley, Warren V.
 Crowley, William
 Crowley, William J.
 Cuddy, Edward A.
 Cullen, Edward
 Cullen, John P.
 Cullen, Walter J.
 Culley, Wilfred L.
 Cumato, Antonio
 Cummings, Gerald G.
 Cummings, John J.
 Cummings, John L.
 Cummins, John
 Cunliffe, Pharoah
 Cunningham, Laurence J.
 Cunningham, Thomas F.
 Cunningham, William M.
 Curran, John T.
 Curran, William P.
 Currier, Arthur
 Currier, Clarence W.
 Currier, Francis P.
 Currier, Harry
 Currier, Joseph W.
 Currier, Napoleon
 Currier, Obert C.
 Currier, William H.
 Curtik, Joseph
 Curtin, John
 Curtin, John F.
 Curtin, Ralph F.
 Curtin, Victor A.
 Curtin, Warren G.
 Cushing, Frank
 Cushing, Cornelius F.
 Cussell, Joseph
 Custeau, Edmond
 Custeau, Odilon
 Cutter, George S.
 Cutter, James F.
 Cyaia, Edward
 Cyr, Mealy
 Cyr, Thomas

- Czel, Valentine
 Daes, Richard H.
 Dahdoh, Dahdoh J.
 Daher, Kanhan
 Daigle, Alcide
 Daigle, Louis
 Daigneault, Albert V.
 Daigneault, Louis E.
 Daigneault, Omer C.
 Daley, Frank A.
 Daley, James E. (2)
 Daley, John E.
 Daley, Patrick J.
 Daley, William F.
 D'Alfondo, Domenico
 Dalleres, Joseph A.
 Daly, Augustine J.
 Dame, William W.
 D'Amico, Francesco
 Damphouse, Joseph
 Damulio, Michael
 Danahy, Daniel J.
 Danahy, Dennis N.
 Danahy, John F.
 Daniels, Irving H.
 Daniels, Roy C.
 Dansky, Alekex
 Darcy, John J.
 Darcy, Philip E.
 Dargo, Anthony
 Darois, Arthur J.
 Darweesh, Joseph
 D'Attore, Pasquale
 Davidian, George D.
 Davies, Amos
 Davies, Laurence J.
 Davies, Thomas J.
 Davis, Alexander H.
 Davis, Clarence S.
 Davis, Elmer
 Davis, Ervin
 Davis, Herbert
 Davis, James
 Dawes, Ernest W.
 Dawson, Fred L.
 Dawson, William
 Day, George
 Dean, Walter E.
 Deardon, Alfred
 Dearborn, Henry F.
 Debever, Camille
 Debranski, Joseph
 Debusschere, Albert
 Debusschere, Paul
 DeCaster, Rowan
 DeCesare, Nicandro F.
 DeClerco, Richard
 DeCola, Severino
 DeCourcy, Harold
 Dee, Arthur
 Dee, George M.
 Dee, Thomas E.
 DeFazio, Domenico
 DeFero, Ferdinand
 DeForge, Albert J.
 DeFruscio, Tony
 DeFusco, Luigi
 DeGagne, Odilon J.
 Degenhardt, Clarence
 DeGiovanni, Gustave
 Degnan, George F.
 Degnan, James
 Degnan, John
 Degnan, Peter
 DeGregonlia, Pasquale
 DeGtano, Giacioni
 Dehulhu, Camille
 Delaney, James J.
 Delaney, Dennis W.
 Delaney, Harold A.
 Delaney, John J.
 Delaney, John J., Jr.
 Delaney, Joseph L.
 †Delaney, Marion
 *Delaney, Sabina J.
 Delaney, Thomas L.
 Delendick, Roman
 Delendick, Wassil
 Deleschuse, Charles
 Delis, Louis
 DeLuca, Antonio
 Demara, Ferdinand W.
 Demara, Fred J.
 Demars, Alcide
 Demars, Paul A.
 Demars, Walter W.
 Demauro, Alfred
 Demay, Joseph
 Dementovieze, Isidoras
 DeMeo, Nicholas
 Demers, Albert
 Demers, Joseph
 Demers, Joseph A.
 Demers, Joseph H.
 Dempsey, James
 Dempsey, Patrick F.
 Dempsey, William A.
 DeNaso, Nicholas
 Denault, Romeo
 DeNicola, Ermidie
 Denman, Fred J.
 Dennis, John
 Dennison, George
 DePatrie, Romeo
 DePatrie, William
 Deporter, Clement
 DeQuattro, Thomas
 Derocher, Alfred
 Derocher, Alphonse
 DeRohn, Eric
 Derosier, Eugene
 Derouin, Adrien
 Derouin, Delor N.
 Derouin, William
 Derwinis, Wladas
 DeSalvo, Joseph
 Desantis, Nicholas
 Desbiens, Luke
 Desbiens, Pierre
 Deschenes, Alfred J.
 Deschenes, Cleophas
 Deschenes, Ernest
 Descostas, Joseph
 Desharnais, Edward
 Desilets, Eloie J.
 Desilets, Lucier
 Desimone, Gerardo
 Desjardins, Albert
 Desjardins, Arthur E.
 Desmulier, Edmund
 DeSpencer, Augustine M.
 Despres, Maral
 Desrochers, Alfred
 Desrochers, Ernest
 Desrocher, Antonio
 Detollenaere, Leopold
 D'Ettore, Leopoldo
 Deumlines, Arthur
 Deumling, Herbert
 Deval, Nelson F.
 Devaney, Michael
 Devaney, Robert L.
 Devens, Michael
 Devi, Gaetano
 Devincentis, Ciro
 Devine, James I.
 Devine, James J.
 Devine, Michael
 Devine, William F.
 Devine, John
 DeVisch, Charles
 DeVisch, John
 Devlin, Edward F.
 Devlin, Edward J.
 Devlin, Francis A.
 †Devlin, Helen
 Devlin, James W.
 Devlin, John
 Devlin, Mark H., Jr.
 Devlin, Michael
 Devlin, Philip T.
 Devoy, William F.
 Devries, George P. S.
 Dewhurst, James H.
 Dewhurst, Joseph
 Dewhurst, Joseph, Jr.
 Dewhurst, William (2)
 Dia, Solomon S.
 Diago, Giovanni
 Diamond, James (2)
 Diamond, John
 Diaz, Manuel
 Diaz, Peter A.
 DiBenedette, Luigi
 DeBiasco, Guiseppe
 Dickson, Archie
 Dick, Albert
 Dick, Oscar E.
 DiClementi, Donato

- DiDio, Guiseppe
 Dietrich, Alexander W.
 Dietz, Frank A.
 Dietz, Frederick W.
 DiFrancisco, Guiseppe
 DiGenova, Quirino
 Digenti, Vito
 DiGiovanni, Gustano
 Diglary, Samuel
 Dignam, John F.
 DiGregorio, Antonio
 Dill, Perley S.
 Dillon, John
 Dillon, Wendall M.
 DiMartino, Francisco
 Dimisavitch, Carl
 Dineen, Frank H.
 Dineen, Jeremiah J.
 Dineen, John
 Dinsmore, Hazen K.
 Dion, Camille
 Dion, Orel
 Dion, Philip
 Dionne, Oscar
 DiPaola, Sebastiano
 Dippy, John L.
 Dirairmo, John
 DiSalvo, Salvatore
 DiSilvestro, Salvatore
 DiStefano, Conchetto
 Dixon, Frank S.
 Dixon, William
 Dlugosz, Sebastian C.
 Dobens, Frank H.
 Dobson, David
 Dodge, Rev. Andrew O.
 Doerr, Walter W.
 Doherty, Bartholomew T.
 Doherty, Edward W.
 Doherty, J. Edward
 Doherty, John F.
 Doherty, John J.
 Doherty, John F. D.
 Doherty, John P. S.
 Doiron, Ixerene
 Doiron, John C.
 Doiron, Paul O.
 Dolan, Howard
 Dolan, John L.
 Dolan, Joseph A.
 Dolan, Thomas J.
 Dolan, William J.
 Donahue, Andrew
 Donahue, Dennis
 Donahue, Edward
 Donahue, James P.
 Donahue, John J.
 Donahue, John P. (2)
 Donahue, Joseph (2)
 Donahue, Joseph S.
 Donahue, Joseph W.
 Donahue, Laurence W.
 Donahue, Patrick
 Donahue, Patrick J.
 Donahue, Thomas A.
 Donahue, Thomas D.
 Donahue, William
 Donagly, Henry
 Donkin, Clarence E.
 Donkin, Harold W.
 Donlin, Edward J.
 Donnelly, Eugene A.
 Donnelly, Francis H.
 Donnelly, John
 Donnelly, Thomas H.
 Donovan, Arthur
 Donovan, Carl H.
 Donovan, Charles
 Donovan, Charles H.
 Donovan, Cornelius B.
 Donovan, Daniel G.
 Donovan, Frank
 Donovan, Frank L.
 Donovan, Frank M.
 Donovan, Henry M.
 Donovan, George F.
 Donovan, James A.
 Donovan, Jerome L.
 Donovan, John
 Donovan, John J. (2)
 Donovan, John L.
 Donovan, John W.
 Donovan, Joseph A. (2)
 Donovan, Louis M.
 Donovan, Louis H.
 Donovan, Michael
 Donovan, Michael F.
 Donovan, Serenus D.
 Donovan, Timothy J.
 Donovan, Timothy S.
 Donovan, William A.
 Donovan, William D.
 Donovan, William F.
 Dorgan, Frank J.
 D'Orto, Vincent
 Doucet, James J.
 Doucet, Joseph T.
 Doucette, Arthur
 Doucette, John
 Douglas, Albert
 Douglas, Edward
 Douglas, Walter A.
 Douglas, William
 Douze, Julien
 Dow, Abdallah, N.
 Dow, Elias
 Dow, Halbert W.
 Dow, Harry E.
 Dow, James K.
 Dow, Najib
 Dowd, Bernard V.
 Dowd, Daniel E.
 Dowd, Edward
 Dowd, Francis D.
 Dowd, Frank
 Dowd, Frank J.
 Dowd, Fred R.
 Dowd, James
 Dowd, John J.
 Dowd, John P.
 Dowd, Joseph F.
 Dowd, Patrick
 Dowd, William A.
 Dowe, Robert M.
 Dowe, William J.
 Dowling, Augustine M.
 Dowling, Ernest
 Dowling, Louis G.
 Dowling, Thomas F.
 Dowling, William E.
 Downey, Dennis
 Downey, James
 Downey, Mason W.
 Doyle, Frank W.
 Doyle, George L.
 Doyle, Richard A.
 Doyle, Robert C.
 Drago, Anthony S.
 Drapancotes, George V.
 Drapeau, Albert
 Drapeau, Alphonse
 Draper, Jason S.
 Draper, Ralph L.
 Drew, Earl G.
 Driscoll, Charles E.
 Driscoll, Cornelius F.
 Driscoll, Daniel J. (2)
 Driscoll, George J.
 Driscoll, John H.
 Driscoll, Joseph
 Driscoll, Michael J.
 Driscoll, Thomas A.
 Driscoll, Timothy D.
 Drouin, Samuel
 Drouin, William J.
 Drummond, Albert
 Drummond, Herbert J.
 Dube, Alexander
 Dube, Alfred
 Dube, Alphonse
 Dube, Arthur J.
 Dube, Fred M.
 Dube, George H.
 Dube, Herminigille
 Dube, John
 Dube, John B.
 Dube, Joseph (4)
 Dube, Michael
 Dube, Paul (2)
 Dube, Regis
 Dube, Wilfred (2)
 Dubickas, Sabia
 Dublin, Harry
 Dublin, Joseph
 Dublin, Percy
 Dubois, Eugene E.
 Dubois, Henry
 Dubois, Joseph E., Jr.
 Dubois, Napoleon L.

- Dubord, Elias G. A.
 Dubowski, Kajetan
 Dubrule, Eugene P.
 Duchaine, J. Edward
 Ducharme, Donat L.
 Ducharme, Rudolph J.
 Ducker, Norman
 Dudley, Thomas E.
 Duffen, Fred
 Duffy, Bernard
 Duffy, Edward
 Duffy, James A.
 Duffy, John J.
 Duffy, Leo
 Duffy, Martin P.
 Dufour, Alfred
 Dufour, ChaneL L.
 Dufresne, Aime R.
 Dufresne, Joseph E.
 Dufton, William
 Duggan, Laurence D.
 Duggan, William L.
 Duhaime, Wilfred
 Duhamel, Arthur O., Jr.
 Duhamel, Edward W.
 Duhamel, Frank
 Dukas, Peter
 Dumais, Leo
 Dumas, Andres
 *Duncan, Clara C.
 Duncan, Forrest J.
 Duncan, George F.
 Duncan, James M.
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 Duncan, Joseph H.
 Duncan, Andrew L.
 Dungarden, George L., Jr.
 Dunkason, Raymond B.
 Dunlap, Carl H.
 Dunn, Andrew J.
 Dunn, William A.
 Dunn, William J.
 Dunne, Robert
 Dunphey, Daniel
 Dupre, John
 Durgin, Edward F.
 *Durkee, Margaret
 Durkin, John F.
 Dusey, Joseph L.
 Dushame, Clinton W.
 Dushame, Fred A.
 Duston, Benjamin W.
 Dutton, Lawrence F.
 Dutton, Robert W.
 Dwane, Daniel E.
 Dwane, Dennis A.
 Dwane, John F.
 Dwane, John J.
 Dycisis, Alphonse
 Dydeck, Peter E.
 Dyer, Arthur G.
 Dyer, Philip
 Dyer, Stephen W.
 Dyson, Raymond M.
 Dzawles, Stanislaws
 Dzerjian, Harry
 Dzerjian, Housah
 Dzerjain, Paul
 Ead, Khatter
 Eagan, Thomas B.
 Earle, Chester R.
 Earley, Edward H.
 Earley, Frank T.
 Early, John J.
 Eastham, James
 Eastwood, Frederick A.
 Eastwood, Joseph
 Eastwood, Thomas
 Eaton, James H.
 Ebersbach, Frederick
 Ebert, Carl
 Eccles, Thomas E.
 Eddington, Stewart G.
 Edge, Joseph
 Edwards, Frederick G.
 Edwards, Russell
 Edwards, Irvin
 Egarian, Garabed
 Eichenlaub, Alfred
 Eichner, Charles B.
 Eichner, Walter P.
 Elacys, Arthur
 Eliacopoulos, Dimitries
 Elias, Samuel
 Elliott, Fred
 Elliott, Lawrence
 Ellis, Albert T.
 Ellis, Arthur M.
 Ellis, Clarence
 Ellis, Ernest W.
 Ellis, Habib T.
 Ellis, Richard H.
 Ellis, Walter M.
 Ellsworth, John
 Elward, Albert
 Elward, Allen
 Elward, Edward
 Elward, James H.
 Elward, William H.
 Emerson, Henry T.
 Emery, Charles F.
 Emmert, Walter C.
 Emmett, Charles
 Emmons, Harry I.
 Emmons, Timothy C.
 Endyke, John
 Englehardt, John M.
 Engstrand, Joseph G.
 Eranno, Patrisio
 Eskatchian, Uhlkissef
 Eskowitz, Willie
 Essick, Stanley
 Estes, George F.
 Estey, Frank A.
 Estey, Herbert W.
 Evans, Frederick (2)
 Ewart, Raymond J.
 Eyre, Joseph
 Faigel, Samuel
 Faigel, Solomon
 Fairburn, Frank
 Fallon, Bernard J.
 Fallon, Henry J.
 Fallon, John
 Fallon, Joseph A.
 Fallon, Thomas J.
 Fantasia, Nicholas
 Farber, Max
 Farley, Albert B.
 Farnham, Fred P.
 Farnsworth, John
 Faro, Sebastiano
 Farrar, James
 Farrell, Benjamin
 Farrell, Edward
 Farrell, John E.
 Farrell, William V.
 Farrington, John E.
 Fascione, Henry (2)
 Faucher, Rene E.
 Faucher, Wilbur P.
 Faucher, William E.
 Fautenham, Bruno G.
 Favreau, George L.
 Fay, Augustine J.
 Fay, Charles
 Fay, John J.
 Feather, James L.
 Fecteau, Joseph F.
 Fecteau, Lorenzo
 Fedele, Angelo
 Fedola, John
 Feeney, Frederick J.
 Fellows, Franklin
 Fellows, William A.
 Fengitis, Vaio
 Fenton, Eugene
 Fenton, Jeremiah
 Fenton, John E.
 Fenton, Herbert
 Fenton, Joseph W.
 Fenton, Joseph E.
 Feoli, Pasquale
 Feoli, Raffaele
 Ferguson, David
 Ferguson, Earle E.
 Ferguson, Harold
 Ferguson, Harry E.
 Ferguson, John L.
 *Ferguson, Mary F.
 Ferliski, Vasili
 Ferrara, Placido
 Ferrara, Tony
 Ferrin, Charles K.
 Ferrin, Joseph J. (2)
 Ferrin, William J.
 Ferris, Daniel
 Ferris, Stephen J.
 Fianto, Lorenzo

- Fickenwirth, Ernest
 Fickenwirth, George
 Fielder, Edward B.
 Fielder, Frank
 Fielding, Arthur
 Fielding, Frank
 Fielding, Harold
 Fielding, Herbert M.
 Fielding, Lawrence W.
 Fields, Charles W.
 Figera, Antonio
 Fillion, Israel
 Fillion, Wilfred
 Phillipone, John W.
 Finck, Ernest E.
 Finck, Julius L.
 Fine, Abraham
 Fingleton, Joseph P.
 Fingleton, Louis
 Finkelpearl, Charles
 Finn, David A.
 Finn, Edmund M.
 Finn, Joseph J.
 Finnegan, Andrew
 Finnegan, James T.
 Finnegan, John M.
 Finnegan, Thomas P.
 Finneran, Joseph M.
 Finneran, Thomas J.
 Finnocchiario, Antonio
 Finnocchiario, Guiseppe
 Fiorino, Antonio
 Fischer, Herman C.
 Fisher, Neal H.
 Fishman, Abraham A.
 Fishwick, Ernest R.
 Fitton, James A.
 Fitzgerald, Arthur R.
 Fitzgerald, David C.
 Fitzgerald, Edward
 Fitzgerald, Edward A.
 Fitzgerald, Frank
 Fitzgerald, George
 Fitzgerald, Harold A.
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 Fitzgerald, John A.
 Fitzgerald, John J.
 Fitzgerald, Michael
 Fitzgerald, Michael T.
 Fitzgerald, Richard
 Fitzgerald, William B.
 Fitzgibbons, Patrick
 Fitzpatrick, Leonard
 *Fitzsimmons, Georgie
 Flagg, Frank T.
 Flanagan, Charles J.
 Flanagan, John J.
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 Flanagan, Joseph V.
 Flathers, Arthur W. G.
 Fleming, David, Jr.
 Fleming, Edward J.
 Fleming, Francis L.
 Fleming, John O.
 Fleming, John P. (2)
 Fleming, Joseph
 Fleming, Thomas M.
 Fleming, William J.
 Fluet, Edward F.
 Flynn, Rev. Clement
 Flynn, David P.
 Flynn, Edward J.
 Flynn, Frank A.
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 Flynn, Fred
 Flynn, John
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 Flynn, Joseph A.
 Flynn, Leo
 Flynn, Peter
 Flynn, Stephen
 Flynn, William J.
 Fogarty, Sidney F.
 Foley, Charles T.
 Foley, Howard
 Foley, John J.
 Foley, Michael F.
 Fontaine, Bertram F.
 Forcier, Emil
 Ford, Cornelius J.
 Ford, Edward R.
 Ford, Francis P.
 Ford, Frederick
 Ford, George H.
 Ford, John
 Ford, John F.
 Ford, John J. (2)
 Ford, Joseph
 Ford, Martin S.
 Ford, Patrick F.
 Ford, Ronald B.
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 Ford, William H.
 Forision, John
 Forler, Arthur F.
 Forster, Frank O.
 Forster, Walter H.
 Forster, William
 Fortier, Arthur
 Fortier, Barnabe
 Fortier, Ernest
 Fortin, Adelard
 Fortin, Edward
 Fortin, Elmer
 Fortin, Euclid
 Fortin, Eugene A.
 Fortin, Fred
 Fortin, Henry F.
 Fortin, Hercule A.
 Fortin, James A.
 Fortin, John A.
 Fortin, Regent
 Fortin, Richard
 Fortin, Romeo T.
 Fortin, Victor
 Fortin, William J.
 Fortune, Martin J.
 Foss, Curtis M.
 Foster, Ernest W.
 Foster, Patrick J.
 Foster, Robert M.
 Fountain, Norman W.
 Fountain, Raymond
 Fountaine, Clovis N.
 Fournier, Elie J.
 Fournier, Ernest J.
 Fournier, Frank
 Fournier, Joseph
 Fournier, Joseph O.
 Fournier, George
 Fournier, Wilfred
 Fowler, James
 Fowler, Thomas E.
 Fox, Abraham
 Fox, Francis B.
 Fox, Morris
 Fraas, Irvin
 Frain, Herbert A.
 Franceschi, Louis
 Franciose, Antonio
 Francis, George
 Franco, Antonio
 Franconis, Anthony
 Frank, Francisco
 Frank, Rosario
 Franklin, Gordon B.
 Franklin, John
 Franz, Albert H.
 Franz, Albin E.
 Fraser, Robert
 Fraser, George E.
 Frazier, Charles
 Freccero, Bernard
 Frechette, Elyson P.
 Frederick, Harold R.
 Fredette, Adrien J.
 Fredette, Arthur
 Fredette, Elziar
 Fredette, Jean B., Jr.
 Fredette, Joseph
 Freedman, Charles
 Freedman, Harry
 Freeman, A. Clyde
 French, Prentiss
 Frennette, Clovis
 Friederick, Erich O.
 Frisch, Alfred A.
 Frost, Joseph L.
 Fuitardo, John
 Fuller, Allic H.
 Fuller, Wheeler
 Fulton, James A.
 Fuoco, Loreto
 Furnari, Salvatore
 Furneau, Norman
 Fusco, Francisco
 Fusco, Tony
 Fyfe, Charles G.
 Fyfe, Fred A.

- Fyfe, James G.
 Gabbour, Abdo
 Gabeler, Harold
 Gabriel, Mansour J.
 Gaffney, Howard C.
 Gaffney, John F.
 Gaffney, Joseph F.
 Gaffney, William J.
 Gage, Harmon T.
 Gagne, Adelard
 Gagne, Arthur
 Gagne, Edward E.
 Gagne, Edward J.
 Gagne, Elphege E.
 Gagne, Ernest
 Gagne, James
 Gagne, Joseph T.
 Gagne, Wilfred
 Gagnon, Fred J.
 Gagnon, Girard
 Gagnon, Joseph A.
 Gagnon, Leo J.
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 Gagnon, William
 Gago, Harrin
 Gainey, Timothy
 Galarneau, Antonio
 Galarneau, John
 Gallagher, John
 Gallagher, John F.
 Gallagher, Mark J., Jr.
 Gallagher, Michael
 Gallagher, Thomas J.
 Gallagher, William F.
 Gallant, Anselme
 Gallant, John L.
 Gallant, Joseph A.
 Galloway, Frank H.
 Galloway, Gerard B.
 Galvin, Thomas F.
 Gamache, Napoleon J.
 Gankawicz, Martin
 Ganley, Frank A.
 Ganley, J. Leo
 Ganley, Joseph E.
 Ganley, William J.
 Ganvin, Peter E.
 Ganz, Max
 Garabedian, Avidis
 Garbey, Joseph
 Garceau, Ernest T.
 Gardner, Bert
 Gardner, Harold A.
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 Gardner, Sidney
 Garland, John
 Garlick, Fred A.
 Garlick, George
 Garneau, Frederick
 Garneau, Leo E.
 Garner, Edward
 Garrity, George T.
 Garry, J. Hubert
 Garside, Edward H.
 Garside, George
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 Garside, William
 Gartside, Frank
 Garvey, Daniel
 Garvey, James J.
 Garvin, John H.
 Gaskill, Thomas
 Gastillovitz, Harry
 Gaston, Paul
 Gataluk, Lorinisky
 Gately, Edward J.
 Gately, Joseph
 Gaudet, Camille
 Gaudet, Gerry
 Gaudet, Joseph H.
 Gaudette, Henry
 Gaudette, Joseph E.
 Gaudette, Napoleon J.
 Gaudette, Wilfred
 Gaudette, William
 Gaudreau, Joseph B.
 Gaudreau, Michael F.
 Gaulin, Eugene J.
 Gaulin, Phillipe
 Gaumond, Alexander
 Gaumond, Thomas
 Gaunt, Louis C.
 Gauthier, Charles
 Gauthier, Ernest A.
 Gauthier, Octave
 Gavin, William J., Jr.
 Gaw, John H.
 Gearin, Edward F.
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 Gebelein, Harry
 Gebreacil, Mansour
 Gedausky, Harry
 Geeraert, Gustave A., Jr.
 Geisler, Carl
 Geisser, George J.
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 Geissler, Fred
 Geissler, Richard W.
 Geissler, Walter H.
 Gelineau, Charles A.
 Gelineau, Ulderic
 Gelubtzik, Louis
 Gemme, Joseph F.
 Gemme, Frederick
 Gendron, Nelson
 Gendron, Oscar
 Genest, Joseph A.
 Gennaro, Antonio
 Genovese, Frank
 Gens, Harold
 George, Charlie
 Geoghegan, Michael P.
 Geraghty, Edward
 Gerdreau, Arthur H.
 Gerraret, Gustave
 Gerrish, Rev. Donald H.
 Gerstenberger, Harry
 Gerstenberger, Walter
 Ghariab, Shalzar
 Ghusn, Joseph G.
 Giacobozzi, Edward
 Giambra, Emanuelo
 Giaquinto, Guisepppe
 Giarrusso, Carmine
 Giarrusso, Emilio
 Giarrusso, Petro
 Giarrusso, Selvestre
 Gibbons, Frank A.
 Gibbons, James J.
 Gibbs, William
 Gibeau, George W.
 Gibeau, Louis
 *Gibson, Edith A.
 Gienecko, Welle
 Giglio, Antonio
 Gilboard, Abraham
 Gilbreath, Glenward E.
 Gilday, Joseph E.
 Giles, Fred
 Giles, Joseph F., Jr.
 Giles, Walter (2)
 Giles, William J.
 Gill, Leonard
 Gill, John
 Gillen, Frederick J.
 Gillen, William, Jr.
 Gillett, Frank
 Gillingan, John W.
 Gillis, Daniel J.
 Gillis, John A.
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 Gilmartin, John H.
 Gilmartin, Joseph F.
 Gilrane, Michael
 Ginan, Norman G.
 Ginsburg, Benjamin G.
 Giotti, Silvio
 Girard, Andrew
 Girard, Desire
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 Giuffrida, Concetto
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 Given, Maurice A.
 Glassman, Samuel
 Gleason, Frederick A.
 Gleason, Harold F.
 Gleason, William A.
 Glendinning, John
 Glendye, Lloyd E.
 Glendye, Thomas C.
 Glickman, Harris
 Glimu, Alude
 Glover, William C.
 Glynn, Daniel F.
 Godbout, Fred J.
 Godbout, John
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 Goddard, Walter L.
 Godin, George

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 Goff, George
 Goff, Leo
 Goggin, Edward, Jr.
 Goggin, Frank
 Goggin, Joseph
 Gognan, Leo
 Goldberg, Henry S.
 Goldberg, Israel B.
 Goldberg, Morris
 Goldberg, Myer
 Goldberg, Samuel
 Goldberg, Samuel R.
 Golden, Andrew
 Golden, Bernard
 Golden, Frank
 Goleran, Kachador
 Golie, Roman
 Goldstein, Morris
 Goldstein, Ruben
 Good, Jak
 Gooden, John J.
 Goodman, Jacob
 Goodman, Walter
 Goodrou, Omar
 Goodsell, Harry A.
 Goodwin, Esor L.
 Goodwin, Frank
 Goodwin, Patrick J.
 Goodwin, Mansur
 Goody, Gilbert H.
 Goolkasian, Bagdasio
 Goodsend, Eugene
 Gordon, Alexander
 Gordon, George R.
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 Goreyb, Shaker, N.
 Gorham, Abraham
 Gosselin, Alphonse
 Gosselin, Elward
 Gosselin, Frank K.
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 Gough, William E.
 Goulet, Alphonse J.
 Goulet, Emile
 Goulet, Joseph P.
 Goulet, William
 Gourdeau, Henry J.
 Gouisis, Theodore
 Gouzoulas, Angel G.
 Goyette, Alfred
 Goyette, Hector
 Grable, Russell H.
 Grace, Edward P.

Grady, Cornelius
 Grady, James
 Graffiam, Nathaniel W.
 Graham, Frederick D.
 Graham, Rigmald
 Graham, Robert S.
 Graichen, Alfred
 Grainger, Arthur J.
 Granni, Vincenzo
 Grasso, Alfio
 Gravelle, Joseph E.
 Gravelle, William A.
 Gray, John B.
 Greco, Guiseppe
 Green, Arthur W.
 Green, Harry
 Green, Henry A.
 Green, James
 Green, John W.
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 Greene, Irving A.
 Greene, John J.
 Greene, Thomas F.
 Greenfield, Benjamin J.
 Greenhalgh, Allen C.
 Greenhalgh, Russell A.
 Greenhalgh, Stanley A.
 Greenhaugh, Clifton
 Greenhow, William
 Greenwood, Dona F.
 Greenwood, Charles H.
 Greenwood, Samuel
 Greer, William R.
 Gregg, Wilbur D.
 Gregory, Frank
 Gregory, John N.
 Grenda, John
 Grey, George A.
 Gricola, Salvatore
 Griffin, George G.
 Griffin, Harry I.
 Griffin, James A.
 Griffin, John J. (3)
 Griffin, John M.
 Griffin, Joseph J. (2)
 Griffin, Maurice
 Griffin, Patrick
 Griffin, Thomas
 Grimes, Henry
 Grimley, Peter T.
 Grippi, Giovanni
 Grondin, Joseph
 Grondeau, Joseph
 Grosse, Pietro
 Grossman, Morris F.
 Groude, Guglielme
 Gruber, Harris
 Gruber, Joseph
 Grulla, Carmine
 Gruskavitch, John
 Gruskavitch, John I.
 Guasseoli, Aufrenure

Guay, Donat
 Gubernick, Dimitry
 Guerin, Fred
 Guerrero, Francesco
 Guerrero, Luigi
 Guerrero, Tomasso
 Guessett, John
 Guevin, Joseph
 Gugacur, Dimitry
 Gugluizza, James V.
 Guida, James
 Guilfoyle, Frank B.
 Guilfoyle, Leo
 Guilfoyle, Maurice
 Guilmette, Oscar
 Guiskey, Wasilly
 Gulejian, Hoochanis
 Gulmo, Joseph
 Gullo, Frank
 Gullo, Patrick
 Gulvin, Fred
 Gumskey, Michael
 Gunslaves, Antonio J.
 Gunter, Philip
 Gurdy, Elbert O.
 Gurry, Edward J.
 Gurry, James T.
 Guthrie, Frank
 Guthrie, James M. S.
 Guthrie, Joseph
 Guthrie, William J. B.
 Guy, Joseph P.
 Gysemski, Joseph
 Haberstroh, Arthur J.
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 Haddad, William A.
 Hadden, Augustine J.
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 Hadfield, Thomas
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 Hadley, William C.
 Haffner, Charles
 Haffner, Louis A.
 Hagan, Charles
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 Hagan, John J. (2)
 Hager, Wallace F.
 Haggerty, George J.
 Haggerty, John
 Haigh, Harold A.
 Haigh, Herbert
 Haigh, John S.
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 Haigh, William
 Hainsworth, Dent
 Hajj, Jacob
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 Hajjar, Tanous

- Hakeen, John M.
 Hakil, Hakil J.
 Hale, Elliott K.
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 Hall, Clarence E.
 Hall, Thomas W.
 Hall, Warren D.
 Hallawell, Fred W.
 *Hallawell, Myrtle M.
 Haller, Edwin
 Halley, Edmund W.
 Halloran, James H., Jr.
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 Halloran, William F.
 Hamel, Laurence A.
 Hamel, Raymond W.
 Hamilton, Michael
 Hamilton, Thomas
 Hammond, Wilbur S.
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 Hanley, P. Joseph
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 Hanson, Walter G.
 Hardacre, Henry V.
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 Hardy, Frederick J.
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 Hardy, Joseph
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 Harding, Arthur J.
 Harenzaizen, Khazar
 Harkins, Augustine S.
 Harrity, Anthony
 Harrigan, Joseph V.
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 Hart, Clyde M.
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 Hart, Frank R.
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 Hart, Isaac S.
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 Hart, John J., Jr.
 Hart, Reland T.
 Hart, Vincent W.
 Hart, William D.
 Hart, William I.
 Hartley, George
 Hartman, Simon A.
 Hartman, Henry
 Hartnett, Edward J.
 Hartnett, John W.
 Harty, John J.
 Hartwig, Albert
 Harvey, Charles J.
 Harvey, Joseph J.
 Harwood, Luke F.
 Hassen Ali
 Hasson, Salem
 Hassotis, Ephatios
 Hatem, Joseph
 Hatem, Badr M.
 Hatem, Joseph K.
 Hatem, Maneer K.
 Hathaway, Creed W.
 Haughey, Michael J.
 Hausler, William
 Havanasiam, Jaspar
 Havers, George M.
 Haverty, Henry P.
 Hay, Clarence V.
 Hay, James A.
 Hay, John S., Jr.
 Haycock, Warren E.
 Hayden, Frank J.
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 Hayden, William P.
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 Hayes, Francis P. (2)
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 Hazelhurst, Burt
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 Head, William J.
 Healey, Charles H.
 Healey, Daniel W.
 Healey, Edwin
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 Heath, Walter S.
 Hebenstreet, William E.
 Hebert, Edward
 Hebert, Henry A.
 Hebert, Wilfred
 Hebert, William J.
 Heblink, Gustave
 Heffernan, Robert
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 Heinrich, Fred
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 Hellnick, Peter
 Hemond, Felix
 Henderson, Irving R.
 Hendry, Robert A.
 Hennessey, Dennis
 Hennessey, Frank P. (2)
 Hennessey, James
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 Henning, Fred A.
 Henning, James
 Henrick, William T.
 Henry, David
 Henry, John L.
 *Henry, Margaret
 Hepworth, Arthur W.
 Herbert, Bert
 Herbert, Henry G.
 Herdegan, Alfred
 Herman, Henry
 Hermans, Peter J.
 Herron, James A.
 Herron, Wilfred C.
 Herson, H. Roy
 Herson, Roland H.
 Hervieux, Joseph J.
 Herward, Matthew
 Herzog, Carl W.
 Herzog, Gustave H.
 Hester, George
 Hester, William J.
 Hetherington, Henry
 Hewett, Alfred A.
 Hewett, Robert
 Hey, Barrett
 Hey, Clarence W.
 Hey, William
 Heyder, Henry K.

*Hibbard, Laura
 Hickey, Clarence
 Hickey, James
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 Hicks, Robert (2)
 Higginbottom, Christopher
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 Higgins, Arthur F.
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 Higgins, Frederick A.
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 Higgins, John F.
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 Higgins, Joseph A.
 Higgins, Leo A.
 Higgins, Reuben
 Higgins, Robert
 Higgins, Thomas F., Jr.
 Higgins, William R.
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 Higham, Arthur W.
 Higham, Clarence W.
 Higson, John
 Hildebrandt, William F.
 Hill, Frank E.
 Hill, Frederick
 Hill, Leo J.
 Hill, Paul
 Hill, Raymond A.
 Hilleran, Paul
 Hillner, Albert
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 Hilton, John J.
 Hilton, William J.
 Hinchcliffe, Henry
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 Hines, Frank
 Hingham, James
 Hinton, Irving E.
 Hitt, Austin
 Hobin, John J.
 Hodge, Samuel R.
 Hodgson, William J.
 Hoegan, Edward J.
 Hoelzel, Julius
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 Hoelzel, Walter
 Hofeman, Arthur
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 Hoffman, Charles (2)
 Hoffman, Herbert H.
 Hogan, Andrew
 Hogan, Frank J.
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 Hogan, George E.
 Hogan, George A.
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 Hogan, John J.
 Hogan, Patrick J.
 Hoghton, Harry W.
 Holden, John P.

Hold n, John W.
 Holdroyd, Ernest
 Holdsworth, Fred
 *Holgate, Grace E.
 Holland, Harry
 Holland, John J.
 Holland, Samuel
 Holland, Thomas
 Hollick, Hubert J.
 Holroyd, Samuel J.
 Holt, Charles
 Holt, Henry E.
 Holt, Joseph
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 Hood, Alfred
 Hood, Dugald
 Hood, Robert
 Hopkins, James L.
 Hopkins, Michael J.
 Hopkins, William
 Hopkins, William A.
 Hopkinson, William
 Horan, Francis
 Horan, Maurice D.
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 Horrigan, Daniel, Jr.
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 Houde, Alfred
 Houghton, Charles O.
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 Houle, Arthur
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 Houston, Clarence P.
 Houston, Harold T.
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 Houtte, Paul
 Howard, Edward L.
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 Howard, Matthew (2)
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 Howarth, Frank
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 Howe, Archibald M.
 Howe, Harvey
 Howe, Thorndike D.
 Howie, George J.
 Howell, Robert O.
 Howell, John A.
 Howle, Hypolite
 Hudson, Ernest K.
 Hudson, James M.
 Huebner, Ernest H.
 Hughes, Frank C.
 Hughes, James J.
 Hughes, John

Hughes, Paul
 Hughes, Robert
 Hughes, Wilfred
 Hull, Josiah H.
 Hulme, George
 *Hulme, Lillian
 Hulme, Thomas H.
 Hulse, Arthur
 Hulse, Harold
 Humphrey, Frank J. A.
 Humphrey, Harvey J.
 Humphrey, Stephen W.
 Humphreys, Harold F.
 Humphreys, R. Garretson
 Hunarian, Raphael
 Hunt, Donald
 Hunter, Clarence L.
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 Hurd, John
 Hurley, Thomas B.
 Hurrell, Frederick D.
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 Hurteau, John E.
 Husenski, Victor
 Hutchins, George S.
 Hutchins, Liston D.
 Hutchinson, Elwood C.
 Hutton, Albert D.
 Hutton, Arthur M.
 Hutton, James L.
 Hutton, John C.
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 Hutton, Robert J.
 Hyde, Ray
 Hyde, Russell
 Hyder, Henry K.
 Hyland, Charles L.
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 Iemma, Domenico
 Illingworth, Lionel P.
 Inch, Samuel
 Incorvaia, Luigi
 Ingham, Russell W.
 Ingle, Edward, Jr.
 Ingleson, Arthur
 Innis, James
 Intino, Michele
 Irwin, George A.
 Issenberg, Samuel
 Izzo, John
 Jaber, Shara
 Jackson, Ernest E.
 Jackson, Fred S.
 Jackson, Leonard J.
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 Jackson, Lynn
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 Jacob, Ameen
 Jacob, Edward
 Jacob, Isa W.
 Jacob, Rizellah

- Jacobian, Jacob
 Jacques, Wilfred L.
 Jacques, William
 Jaeger, Edward J.
 Jakabowszy, Felix
 Jalbert, Jules
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 Jallant, Edward
 James, Alden C.
 James, William
 Janezak, Arucfil
 Janietta, Eugenio
 Januscewicz, Gotfryd
 Januscewicz, Otto A.
 Janvier, Joseph
 Jardine, John F.
 Javra, Bernard
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 Jehjeh, George
 Jenkins, Howard L.
 Jenkinson, Ernest A.
 Jennings, John, Jr.
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 Jennings, Richard R.
 Jensky, Harry
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 Jepson, Henry P.
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 Joanauskos, Leonas
 Johnson, Arthur O.
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 Jordan, William E.
 Joseph, Habeeb
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 Josek, Felix
 Joubert, Joseph
 Jougay, Pierre L.
 Jowett, Arthur
 Joyce, Joseph P.
 Joyce, Louis J.
 Joynson, George
 Juchniewicz, Leopold
 Judge, Bernard J.
 Judge, Henry B.
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 Kaatz, Julius
 Kagorian, Melkosat
 Kaiko, Alexander
 Kakatchian, Mikissey
 Kalajian, John
 Kalil, Arthur
 Kalil, Charles P.
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 Kamatooke, Eddie
 Kambegian, Moses
 Kane, Frank
 Kane, J. Harvey
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 Kaney, John
 Kanilla, Peter
 Kannheiser, John
 Kantas, Frank J.
 Kapelovitch, Henry
 Kapelson, Aaron
 Kaplan, Nathan
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 Kassel, Joseph
 Katschucke, Ignatz
 Kaufman, Simon
 Kavanagh, Chester F.
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 Kawash, Shapecc
 Kay, George W.
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 Kay, James, Jr.
 Kaye, Walter H.
 Keamy, Deeb
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 Keamy, George Z.
 Keamy, Mitchell F.
 Kearns, Charles A.
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 Keefe, Clifford
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 Keefe, Francis A.
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 Keleshian, Charles
 Keller, Fred E.
 Kelleher, Frank A.
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 Kellett, Harold I.
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 Kelley, Arthur F.
 Kelley, Augustine F.
 Kelley, Edward C.
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 Kelley, John L., Jr.
 *Kelley, Mable
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 Kelley, Philip J.
 Kelley, Wilfred C.
 Kelly, Lawrence H.
 Kenna, John J.
 Kennedy, Albert L.
 Kennedy, Edward S.
 Kennedy, Frank J.
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 Kenney, Everett R.
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 Kenney, John H.
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 Kenyon, Henry
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 Keosaiian, Peter
 Keough, Barney

- Keough, Francis
 Kerans, Howard J.
 Kerenlis, Antonio
 Keriaky, Charles
 Kerrigan, Joseph E.
 Kershaw, Edward L.
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 Kershaw, Ralph R.
 Kershaw, Samuel
 Kerton, William J.
 Khandour, Edward
 Kharidian, Krikor M.
 Khoury, Elias
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 Kibrosky, Victor
 Kicoan, Charles O.
 Kief, Arthur M.
 Kielon, Louis
 Kiernan, Frank E.
 Kiernan, James J.
 Kiernan, John P.
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 Kiessling, Alfred J.
 Kiff, Henry G.
 Kilcourse, Martin P.
 Kilcup, Norman L.
 Kiley, Daniel P.
 Kiley, Francis J.
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 Kiley, John J.
 Killam, Leonard G.
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 Killen, Albert F.
 Killilea, Frank J.
 Kimball, Myron W.
 Kimball, Albert J.
 Kimel, David M.
 Kimmond, William N.
 King, Albert
 King, Francis G.
 King, John G.
 King, Louis J.
 King, Martin F.
 King, Michael T.
 King, Peter J.
 King, Raymond B.
 King, Richard
 King, Romeo C.
 King, Stephen
 King, William R.
 King, Rev. York
 Kinney, John
 Kinsella, Fred C.
 Kirsch, William
 Kisico, Anduir
 Kisner, Peter
 Kittredge, George
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 Kivel, John D.
 Klein, Ernest K.
 Klemaitis, Joseph
 Klier, Oscar
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 Klimchuk, Nicholas
 Klubock, Benjamin
 Klufts, Adolph
 Knapp, Jerome G.
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 Knapton, Alfred T.
 Knapton, Guy L.
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 Knapton, Ralph G.
 Knell, David H.
 Knight, Fred E.
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 Knowles, Thomas
 Kober, Frank
 Kocher, Herbert
 Kolendo, Stanislaw
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 Kolsky, Mitchell
 Korelitz, Harry
 Korelitz, Joseph
 Kormazian, Hachig
 Koschitzky, Walter R.
 Kotuk, Bronara
 Koury, Joseph R.
 Kowefort, Kaginiger
 Kraety, Rudolph
 Kranch, Felix A.
 Kroetsch, Alfred
 Krone, Arthur F.
 Kuczewicy, Joseph
 Kufs, Arno A.
 Kulchisky, Joseph
 Kulesz, Thaddeus
 Kulick, Henry S.
 Kulikowski, Harristov
 Kulikowski, Stanislaw
 Kunert, Albert P.
 Kunoski, Joseph
 Kuperstein, David
 Kuryla, John
 Kushler, Frank
 Labelle, John B. T.
 Labelle, Philip
 Labonte, Alfred
 Labonte, Edmund M.
 Labonte, George
 Labonte, George V.
 LaBonte, Albert J.
 LaBonte, Edmund M.
 LaBonte, Ernest D.
 Labonville, Theodore
 LaBrie, Aime J.
 Lacaille, Alfred
 Lacaille, Henry W.
 Lacaille, Leo (2)
 Lacaille, Maurice
 Lacaille, Rene
 Lacaille, Victor
 Lacasse, Edward R.
 Lacasse, John A.
 Lacasse, Leo R.
 Lacasse, Theophile
 Lacco, Fillippo
 Lacey, John
 Lacey, John C.
 Lacey, Thomas F.
 LaChance, Joseph
 LaChance, Joseph W.
 LaChance, Rosaire
 LaChance, William
 Lacollere, Vincenzo
 Lacourse, William F.
 Laczuk, Tikon
 Lada, Adam
 Laffert, Julius
 Lafford, Lindsay J.
 LaFleur, Emile
 LaFleur, Hector
 LaFleur, Wilfred
 LaFontaine, Leo
 LaFrance, John W.
 LaFrance, William
 LaFrancois, Aime
 Lagasse, George T. R.
 Lahdi, Fred
 Lahey, Thomas E.
 Lahey, William F.
 Lain, James
 Lajeunesse, John J.
 Lakin, Ernest C.
 Lakin, Wheeler L.
 Lalime, Edmund H.
 Lamanlen, Arthur
 Lambert, Aime E.
 Lambert, Allen A.
 Lambert, Conrad J.
 Lambert, Donald
 Lambert, Ernest W.
 Lambert, Frederick T.
 Lambert, George
 Lambert, John
 Lambert, Jules
 Lambert, Laurence J.
 Lambert, Patrick
 Lambert, Matthias A.
 Lambert, Wilbert
 Lamontagne, Albert
 Lamontagne, Alcide
 Lamontagne, Napoleon
 Lamontagne, Paul
 Lamprey, Donald S.
 Lancot, Albert
 Lancot, Bernard F.
 Landers, John
 Landers, William J.
 Landry, Adela H.
 Landry, Napoleon C.
 Landry, William N.
 Lane, Albert N.
 Lane, Charles
 Lane, Charles F.
 Lane, Ernest
 Lane, Harold C.

- Lane, John
 Lane, Patrick A.
 Lane, Thomas J.
 Lane, Timothy W.
 Lane, Walter A.
 Lanen, John E.
 Langan, Charles
 Langan, James F.
 Langdon, George W., Jr.
 Lange, William
 Langevin, Alfred
 Langford, George H.
 Langlais, Fred
 Langlais, Leo
 Langlais, Napoleon
 Langlais, Thomas
 Langtry, Walter F.
 Lanifane, Perini
 Lanigan, Charles L.
 Lanis, Adolf
 Lanouette, Elphege
 Lanni, Amerigo
 Lanni, Dennis
 Lannon, Michael
 Lanoit, Charles E.
 Lanzofane, John
 LaPage, Llewellyn
 LaPerle, George
 LaPierre, Joseph
 Lapinsky, William
 Laplante, Alphonse
 Laplante, Arthur E.
 Laplante, Wilfred J.
 Lapointe, Alfred W.
 Laporte, William J.
 Lappam, Henry J.
 Larais, Harry
 Laramie, Joseph C.
 Larco, Guiseppe
 Larco, Philip
 Larkin, James J.
 Larkin, John
 Laroche, Alfred
 Laroche, Arthur
 Laroche, George A.
 Lascola, Giovanni
 Laspina, Salvatore
 Latulippe, Adelard
 Latulippe, Aime E.
 Latulippe, Joseph
 Laudani, Edoardo
 Lauder, Willett
 Laval, Alfred
 Laval, James
 Laval, Louis A.
 Lavalley, Henry
 Lavers, Wilbur
 Lavery, James P.
 Lavigne, Albert
 Lavigne, Amede
 Lavigne, Frank
 Lavigne, George
 Lavigne, Henry
 Lavin, James J.
 Lavoie, Thomas
 Law, John
 Lawless, Francis
 Lawlor, Edward A.
 Lawlor, James I.
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 Lawrence, Charles E.
 Lawrence, John M.
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 Lawton, Joseph J.
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 Laycock, John
 Laycock, Robert E.
 Layko, Kaiki
 Leach, Charles A., Jr.
 Leach, Donald M.
 Leach, Henry E.
 Leach, George E.
 Leader, George
 Leahy, Francis M.
 Leahy, John
 Leaver, Harold E.
 Leaver, Raymond J.
 LeBeau, John A.
 LeBeau, Wilfred
 LeBlanc, Elphege J.
 LeBlanc, Lucien
 Lebowitz, John
 Lebowitz, Max
 Leclair, Arthur N.
 Leclair, Ernest J.
 Leclair, Joseph E.
 Leclerc, Jules
 Lee, Edward B.
 Lee, Fitzhugh
 Lee, Robert
 Leacock, George P.
 Lees, Joseph W.
 Lees, Raymond
 Lees, William H., Jr.
 LeFebvre, Albert
 LeFebvre, Arthur G.
 LeFebvre, Lorenzo J.
 LeFrancis, Eugene J.
 Legault, Felix
 Legendre, Joseph H.
 Legros, Leonard J.
 Lehnert, Ferdinand, Jr.
 Leighton, Harry E.
 Leith, Richard B.
 Lemarier, Benjamin
 Lemay, Cyril
 Lemay, Joseph
 Lemelin, Alfred
 Lemelin, Leo J.
 Lemelin, Joseph
 Lemoge, Eugene J.
 Lemone, Vincenzo
 Lena, Hugh
 Lena, Walter E.
 Lenane, Frank E.
 Lenotte, Ernest G.
 Lenotte, George
 Lenotte, Jean B.
 Lenotte, Marcel
 Leonard, John
 Leonard, John B.
 Leonard, Joseph P.
 Leonardi, Alfio
 Leonardo, Luigi
 Leone, Vincenzo
 Leoniak, Alexander
 Lescard, Frank
 Leslie, Harry F.
 Lessard, Peter J.
 Lester, Albert A.
 Lesure, Harry L.
 Letourneau, Donat
 Letourneau, Emile
 Letourneau, Joseph
 Leupold, Edwin M.
 Levasseur, Oscar
 Levek, Joseph A.
 Levenson, Samuel
 Lever, Thomas
 Levesque, Ernest
 Levesque, Joseph
 Levesque, Jules
 Levi, Joseph N.
 Levine, Joseph
 Levine, Samuel B.
 Levitan, George
 Lew, James H.
 Lewis, Arthur F.
 Lewis, Herbert J.
 Lewis, Howard G.
 Libbey, Arthur J.
 Libbey, Ernest E.
 Liber, Jules
 Liddell, Raymond A.
 Lightfoot, Thomas W.
 Likay, Andrew
 Lilley, Charles W.
 Limoges, Eugene
 Lindner, Edgar
 Lindquist, Carl
 Lindquist, John A.
 Linehan, Matthew J.
 Linehan, Patrick J.
 Linehan, Thomas W.
 Linnehan, Robert H.
 Linnehan, Walter M.
 Lippiello, Antonio
 Liss, Edward
 *Lister, Anna M.
 L'Italian, Joseph L.
 Little, Arthur R.
 Littlefield, Daniel
 Littlefield, Maurice G.
 Livermore, William T.
 Livensidge, Herbert E.
 Livickas, Grofilus
 Lisio, Vincenzo
 Lloyd, George
 Locascio, Francesco

- Locke, William H.
 Lockwood, George W.
 Lodge, Joseph N.
 Loftus, Harry R.
 Loftus, Victor H.
 Logan, Andrew
 Logan, Joseph
 Logan, Patrick
 Logan, Patrick J.
 Logenico, Guiseppe
 Logiudice, Guiseppe
 Lokas, Harry
 Lombardo, Gennaro
 Lombardo, Rosario
 Loneran, John
 Loneragan, Joseph D.
 Long, Robert
 Longwood, Raymond E.
 Looney, Thomas P.
 Lopez, Alexander
 Lopez, Manuel M.
 Lopez, Nicholas
 Lopiario, Joseph D.
 Lord, Charles
 Lord, Herbert
 Lord, Myron G.
 Lord, Napoleon J.
 Lord, Nazaire
 Lord, Philip A.
 Lord, Raymond S.
 Lord, Walter F.
 Lorden, Daniel J.
 Lorden, Frank J.
 Lorenz, Paul E.
 Lorenz, Walter
 Lorenza, Joseph
 Lovejoy, Herbert W.
 Lovett, James
 Lowe, William
 Loye, John
 Loye, Thomas
 Luby, Edward L.
 Lucchesi, Achille
 Lucchesi, Mario
 Lucco, Vincenzo
 Luchecki, Adam
 Luci, Guiseppe
 Lucier, Henry
 Lucy, Robert
 Lucy, William J.
 Lucyk, Alchioney
 Ludwig, Ernest
 Ludzus, William
 Luigi, Cultraro
 Lukes, Stephen N.
 Lund, John A.
 Lunderlin, Otto
 Lupien, Alfred J.
 Lupien, Alphonse
 Lutz, Gilbert A.
 Lyall, William H.
 Lydon, John
 Lydon, Joseph
 Lynch, Bernard J. (2)
 Lynch, Clement A.
 Lynch, Christopher
 Lynch, Cornelius
 Lynch, Cornelius A., Jr.
 Lynch, Edward
 Lynch, Edward J. (2)
 Lynch, Edward P.
 Lynch, Felix
 Lynch, Frank R.
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 Lyons, Daniel A.
 Lyons, Henry T.
 Lyons, Jerome
 Lyons, Joseph D.
 Lyons, Laurence J.
 Lyons, Luke
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 Lysaght, Daniel
 Macaione, Philip
 Maccarone, Gaetano
 Macartney, Amherst R.
 McAuliffe, John H.
 McAuliffe, Patrick
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 MacAuly, Joseph D.
 McAvoy, Wilfred M.
 McCabe, Almon M.
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 McCall, James J.
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 McCann, Alexander
 McCarthy, Augustine V.
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 McCarthy, Justine A.
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 McClary, Howard A.
 McClellan, William H.
 McClintock, Joseph
 McClure, Harold E.
 McClure, John J.
 McClure, William E.
 McColley, John A.
 McComish, Frank
 McComiskey, Ernest A.
 McCormick, Aloysius
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 McCracken, David J.
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 McCraw, Frederick W.
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 McCreadie, John
 McCullough, Fred
 *McCurdy, Marion
 McCusker, John H.
 McDade, Henry J.
 McDermott, George
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 McDermott, James J.
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 McDermott, Thomas C.
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- McDonough, John M.
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 McElroy, Thomas H.
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 McEneaney, Owen J.
 MacFarland, Daniel
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 MacGeoch, George C.
 MacGeoch, Leon
 MacGeoch, Raymond E.
 McGeoghegan, James
 McGeoghegan, Joseph
 McGhee, James
 McGhee, John
 McGibbon, George W.
 McGillen, Daniel
 McGillen, John J.
 McGillivray, J. William
 McGilvray, Michael
 McGinnis, William
 McGlone, Harris J.
 McGlone, Thomas F.
 McGovern, James
 McGovern, John T.
 McGowan, Andrew, Jr.
 McGowan, Fred T.
 McGrath, Albert J.
 †McGrath, Anna M.
 McGrath, James
 McGrath, John
 McGrath, Richard P.
 McGrath, William F.
 McGregor, Peter
 McGuigan, Francis J.
 McGuigan, James J.
 McGuire, John F.
 McGurn, James J.
 McGurren, William
 McHenry, Dennis
 McHenry, Francis
 McHenry, Francis L.
 Machera, Alberto
 McHugh, James J.
 McHugh, Peter
 McHugh, Simon F., Jr.
 McIntosh, Angus A.
 McKallagat, Charles A.
 Mack, Harry R.
 Mack, Michael
 Mack, William J.
 McKane, George E.
 McKane, James
 McKay, Fred
 McKay, William
 McKay, William H.
 McKenna, Albert W.
 McKenna, Dennis L.
 McKenna, Francis J.
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 McKenna, Patrick F.
 McKenzie, Alexander
 McKenzie, Thomas B.
 McKenzie, Thomas S.
 McKenzie, Victor V.
 MacKenzie, William S.
 McKeown, John J.
 McKeown, Michael
 McKeown, Peter
 McKerman, Christopher L.
 McKernan, Frank P.
 McKew, David F.
 McKiernan, Thomas (2)
 McKiernan, Thomas F.
 Mackey, Richard
 McKinley, Hugh
 McLaren, Henry J.
 McLarney, Hugh J.
 McLaughlin, Edward W.
 McLaughlin Maurice A.
 McLaughlin, William A.
 McLean, Ralph S.
 McLeod, Duncan
 McLeod, Francis P.
 McLeod, Parker
 McLeod, Robert
 McLoughlin, Martin A.
 McMahan, Charles F.
 McMahan, Andrew F.
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 McMahan, Frederick B.
 McMahan, Hubert J.
 McMahan, James J.
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 McMahan, William J.
 McManus, Andrew
 McManus, John F.
 McManus, William C.
 McMenemy, William
 MacMillan, Webster C.
 McMorrow, Augustine P.
 McMullen, William A.
 McNally, Edward (2)
 McNally, Frank
 McNally, James R.
 McNally, John H.
 McNally, Patrick
 McNamara, Thomas F.
 McNamara, William
 McNamee, John
 McNamee, Laurence
 McNamee, William T.
 McNaughton, William J.
 McNeice, George H.
 McNeil, Laurence A.
 McNeil, William
 McNulty, Frank C.
 McNulty, George V.
 McNulty, John A.
 McNulty, Patrick
 McNulty, William H.
 McParland, Peter
 McPhee, James T.
 McQuade, Augustine A.
 McQuade, John A.
 McQuade, Michael V.
 McQuade, Thomas F.
 McQuale, Joseph
 McQuilton, James H.
 McSorley, Thomas I.
 McVey, Edward J.
 McWilliams, Joseph D.
 McWilliams, William J.
 Madden, George F.
 Madden, Harry A.
 Madden, James J.
 Madden, William F.
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 Maes, Edmond P.
 Maghaklion, Michael
 Maginnis, John
 Maginnis, John J.
 Maglia, Carmelo
 Maglio, Gustavo
 Maguire, Albert C.
 Maguire, Daniel K.
 Maguire, John F.
 Maguire, John J.
 Maguire, Richard
 Magyian, Manoox
 Mahan, Frederick J.
 Mahan, George H.
 Mahan, John J.
 Maher, Stephen A.
 Mahdesian, Hagoh
 Mahoney, Charles A.
 Mahoney, Dennis J.
 Mahoney, Emmett C.
 Mahoney, James
 Mahoney, Jeremiah
 Mahoney, John E.
 Mahoney, Joseph A.
 Mahoney, J. William
 Mahoney, Stephen V.
 Mahoney, Timothy A.
 Maier, William
 Maine, Walter L.
 Mailloux, Alfred
 Majolis, Joseph
 Makarawous, Charles
 Malis, Kohnan
 Mallen, Hanem M.
 Malley, Albert J.
 Malley, O. Frank
 Mallinson, Joseph
 Mallon, Daniel L.
 Mallon, Francis A.
 Mallon, John A.
 Mallon, William
 Maloney, Daniel F.
 Maloney, John
 Maloney, John T.
 Maloney, Patrick
 Maloney, Philip P.

- Maloney, Thomas F.
 Maloney, Thomas T.
 Maloof, Elias
 Mammino, Salvatore
 Manas, Walter
 Mandlebaum, Isadore
 Manera, Frank
 Maney, Joseph J.
 Manganaro, John
 Manganillo, Gennario
 Mangham, John
 Manilo, Peter
 Manion, John F.
 Manley, Frank A.
 Mann, George
 Mann, Henry M.
 Manning, Charles L.
 Manning, Frank P.
 Manning, Francis
 Manning, John
 Manning, John F.
 Manning, Joseph R.
 Manning, Michael
 Manning, Peter J.
 Manning, Timothy
 Manning, William H.
 Mannooagian, Sarkes
 Mansfield, Edward
 Marad, Farris
 Marasse, William J.
 Maraziollio, Baldanane
 Marceau, Emile L.
 Marcelin, Philip
 Marchand, Oscar
 Marco, James D.
 Marcoux, Ernest O.
 Marcoux, Florian
 Marcoux, Joseph
 Marcoux, Joseph B.
 Marcoux, Joseph H.
 Marcoux, Omar
 Marcoux, Onesime J.
 Marcus, Jacob
 Marcus, Morris J.
 Marcus, Myer
 Maresco, Francesco
 Margerison, Thomas
 Marino, Antonio
 Marino, Frank
 Marino, Henry
 Marion, Israel
 Marion, Nicola
 Marjerison, Howard
 Markelonis, William
 Markey, Fred L.
 Markey, William F.
 Markus, Fritz
 Marland, Leon F.
 Marlin, Bernard
 Marlis, Kalman
 Marquis, Alphonse J.
 *Marriner, Jessie B.
 Marsan, Peter
 Marsden, Arthur G.
 Marsden, George W.
 Marsden, Rev. Henry H.
 Marsden, Philip
 Marshall, Arthur L.
 Marshall, George
 Marshall, Stanley R.
 Marshman, Joseph F.
 Marsland, Raymond
 Martel, Arthur P.
 Martell, Adolph
 Martin, Albert
 Martin, Arthur A.
 Martin, Benoit
 Martin, Bernard J.
 Martin, Charles A.
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 Martin, George C.
 Martin, James J.
 Martin, Joseph E.
 Martin, Leo
 Martin, Louis, Jr.
 Martin, Manuel A.
 Martin, Robert G.
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 Martineau, Joseph
 Martinek, Okit
 Martinuk, Constantin
 Masesso, Savino
 Masron, David
 Masse, Arthur
 Massey, Gabriel T.
 Massif, Fredallah
 Massomian, Jeremiah
 Masterton, Herbert A.
 Masterton, Robert
 Mastrostefano, Antonio
 Maszutta, Fadei
 Mathison, August
 Mattera, Vincent
 Matthes, Carl
 Matthews, George
 Matthews, Lawrence J.
 Mattouch, Daniel
 Mawson, Fred
 Mawson, Joseph H.
 *Maxwell, Mary
 May, Arthur
 May, Edward C.
 May, Fred
 Maylum, John J.
 Maynard, Joseph W.
 Mayo, Arthur
 Mayor, Frank P.
 Mayor, Leo G.
 Mazur, William
 Mazursky, Michael
 Mazursky, William A.
 Mazza, Alfio
 Mazza, Angelo
 Mazzaglia, Salvatore
 Meagan, Cornelius B.
 Meagher, John J.
 Mealie, Corato
 Mears, Leslie M.
 Mecewitz, William J.
 Medauer, Albert
 Medauer, Louis
 Medici, Santo
 Medolo, Guiseppe
 Meier, Frank
 Meier, Robert
 Meinelt, Herman G.
 Meinholdt, Gustave C.
 Meister, John R.
 Melincoff, A. E.
 Melincoff, John H.
 Mell, Joseph H.
 Mellen, Thomas
 Mellik, Cailley
 Melstone, Morris
 Melucci, Raffale
 Melvin, Edward J.
 Menzie, James R.
 Menzie, William A.
 Mercantognini, Vittorio
 Mercier, Joseph N.
 Mercier, Theophile
 Mercier, Ulric P.
 Mercuri, Lorenzo
 Merenda, Joseph
 Merinathok, John
 Merrick, James H.
 Merrick, John
 Merrill, Arthur
 Merrill, Charles A.
 Merrill, William H.
 Mescall, Michael J.
 Meses, Joseph
 Meseth, Charles
 Messina, Alfio
 Messina, Guiseppe
 Mestdoch, Oscar
 Meyer, Camille
 Meyer, Camille E.
 Meyer, Carl F.
 Meyers, Alphonse
 Meyers, Frank
 Meyers, John E.
 Mharrn, Gwhor
 Mich, Anthony
 Mich, Peter
 Michaud, Alphonse
 Michaud, George J.
 Michaelovitch, Harry
 Middlemiss, John G.
 Migliere, Carmine
 Miglioriesa, John
 Mikolajczyk, Ludwig E.
 Mikolajn, Peter
 Millane, Daniel H.
 Millea, Henry C.
 Millea, William D.

- Miller, Albert
 Miller, Albert C.
 Miller, Alfred
 Miller, Alfred R.
 Miller, Bernard A.
 Miller, Charles
 Miller, George (2)
 Miller, Henry
 Miller, Herbert E., Jr.
 Miller, John
 Miller, Walter
 Mills, Crawford
 Mills, Ernest
 Mills, John
 Mills, Robert
 Milone, Sebastiano
 Milyaro, Louis
 Mimmo, Leo J.
 Minahan, Edward W.
 Minassian, Kaspar
 Minieri, Edward
 Minieri, Felix
 Minnekelly, John
 Miquelon, Louis
 Mitchell, Alfred
 Mitchell, Charles (2)
 Mitchell, Fred
 Mitchell, Henry J.
 *Mitchell, Marion
 Miville, Eudore
 Miville, Rene J.
 Miwelionis, Jonas
 Mixon, Leo A.
 Mixon, Stanislaw
 Moerloos, Leonard
 Moffatt, Andrew
 Moloney, Thomas
 Moloney, John F.
 Molyneux, Harold A.
 Monahan, Patrick J.
 Monohan, James J.
 Monostra, Antonio
 Montana, Peter
 Monty, Albert
 Mooney, Joseph P.
 Mooney, Walter H.
 Mooradkanian, Gregory
 Moore, Albert A.
 Moore, Chester W.
 Moore, Daniel
 Moore, John
 Moore, Patrick
 Moore, Reginald
 Moore, Richard
 Moore, Stephen L.
 Moore, Thomas J.
 Moore, William J.
 Moore, William R.
 Moorey, Hamid
 Mooshian, Hachador G.
 Moran, John B.
 Moran, Joseph
 Moras, William J.
 Morcinonis, Bernard
 Moreau, Alexander
 Moreau, Charles, Jr.
 Moreau, Edward
 Moreau, Lionel
 Morehouse, John T.
 Morel, Herve A.
 Morel, William J.
 Morelli, Oreste
 Morency, Arthur
 Morency, Emile
 Morency, Henry L.
 Morey, Manuel
 Morgan, Clayton B.
 Morgan, David C.
 Morgan, Forest N.
 Morgan, Francis
 Morgan, Fred
 Morgan, George W.
 Morgan, Henry W.
 Morgan, J. Howard
 Morgan, Walter
 Moriarty, Edward
 Moriarty, George F.
 Moriarty, Maurice F.
 Morin, Adelard
 Morin, Arthur A.
 Morin, Arthur M.
 Morin, Ernest
 Morin, Frank G.
 Morin, George H.
 Morin, Napoleon
 Moriss, Joseph
 Moro, Attavio
 Morrell, John
 Morris, Albert J.
 Morris, Arthur
 Morris, Clarence V.
 Morris, Edward R.
 Morris, Joseph A.
 Morrisette, Joseph J.
 Morrissey, John J.
 Morrissey, Martin J., Jr.
 Morrissey, Richard E.
 Morrissey, Philip
 Morrison, David A.
 Morrison, George D.
 Morrison, James
 Morrison, Murdock
 Morrison, William A.
 Morse, Edmond, Jr.
 Morse, Howard W.
 Morton, Clarence F.
 Morway, Fred
 Mosely, Frederick
 Moses, Joseph
 Mosher, Albert E.
 Mosher, Harold
 Moss, Joseph
 Mosson, John H.
 Mosson, William X.
 Mossafa, Hassan
 Mostafal, Hassan
 Moulitar, Louftu
 Movins, Arthur
 Moylan, John E.
 Moynihan, Daniel, Jr.
 Moynihan, Dennis
 Moynihan, Dennis J.
 Moynihan, Edward I.
 Moynihan, James
 Moynihan, John J.
 Moynihan, Joseph A.
 Moyzenko, Andrew V.
 Mudd, John T.
 Mueller, Charles
 Muir, James
 Mulcahy, John K.
 Mulcahy, James J.
 Mulcrone, Thomas E.
 Muldoon, John A.
 Muldoon, Joseph
 Muldoon, Thomas M.
 Muldoon, Wilfred G.
 Mulhare, Joseph H.
 Mulhare, Paul
 Mullaney, John J.
 Mullen, Alexander
 Mullen, Alfred J.
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 Mullen, Edward F.
 Mullen, Everett E.
 Mullen, Francis
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 Mullen, John
 Mullen, Joseph J.
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 Muller, Alfred
 Mullins, George J.
 Mulreaney, James F.
 Mulreaney, John F.
 Mulreaney, Thomas J.
 Mulvey, Frank A.
 Mulvey, Joseph A.
 Mulvey, Robert J.
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 Mulvihill, John V.
 Munzner, William
 Muralito, Rosareo
 Murgatroyd, Fred
 Murgia, Joseph
 Murgia, Leo
 Murley, William
 Murphy, Augustine
 Murphy, Augustine D.
 Murphy, Daniel (2)
 Murphy, Daniel A. (3)
 Murphy, Daniel F. (2)
 Murphy, Daniel J. (2)
 Murphy, David J.
 Murphy, David V.
 Murphy, Dennis C.
 Murphy, Dennis J.
 Murphy, Francis J.
 Murphy, Fred L.

- Murphy, George F.
 Murphy, Harold J.
 Murphy, James (2)
 Murphy, James P.
 Murphy, Jeremiah J. (2)
 Murphy, John (2)
 Murphy, John A. (2)
 Murphy, John J. (6)
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 Murphy, Michael A. (2)
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 Murphy, Thomas H.
 Murphy, Thomas J. (3)
 Murphy, Thomas W.
 Murphy, Timothy
 Murphy, Timothy J.
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 Murphy, William A. (2)
 Murphy, William D.
 Murphy, William J. (2)
 Murray, Andrew
 Murray, Charles F.
 Murray, Daniel A.
 Murray, George B.
 Mustgren, Joseph
 Mustofa, Mehmiia
 Myatt, John
 Myers, Edward
 Myers, George
 Myers, Joseph M.
 Myles, Henry
 Myott, Louis
 Mystik, Fred
 Nabhan, George
 Nadeau, Camille
 Nagle, George
 Nahoum, Michael
 Najarian, Krikor
 Najin, George
 Najjum, Abdallah
 Najomla, Whadslaw
 Napoletano, Amedeo
 Nardone, Michele
 Marisky, Michael
 Nasby, Joseph A.
 Nassar, Ernest S.
 Nassar, Namey I.
 Nassef, Fadlallah
 Nastasis, Ralph
 Nathan, Abraham
 Nathan, George W.
 Nawaraski, Jan
 Naylor, Daniel
 Nazzaren, Tomane
 Neafsey, Arthur F.
 Neafsey, Edward
 Neafsey, Michael J.
 Neal, Daniel W.
 Neal, Joseph
 Nealey, William L.
 Neentous, Adolph R.
 Needham, Sumner H.
 Neetens, Albert
 Neil, John N.
 Nelb, Alfred W.
 Nelismiskis, Frank
 Nelson, Herbert
 Nelson, John W.
 Nelson, William B.
 Neri, Raimondo A.
 Nercesian, Armen
 Nessin, George
 Neubert, Oscar
 Neuman, Louis
 Nevers, Harry H.
 Neville, John F.
 Nevins, John
 Newell, John A.
 Newsholme, John
 Nichol, Ivan W.
 Nichols, Edward A.
 Nichols, E. Raymond
 Nichols, Stanley
 Nichols, Westley J.
 Nicholson, Benjamin
 Nicholson, Frederick J.
 Nicholson, John
 Nickerson, Wallace A.
 Nicolosi, Pietro
 Nicotea, Carmelo
 Nicotra, Francesco
 Nigoghosian, Toknan
 Nitzsche, Guiseppe
 Nitzschke, Reinhardt
 Nitzschke, William
 Nixon, Horace
 Noble, Albert, Jr.
 Noble, Alexander
 Noble, Robert B.
 Noel, Armand
 Nolan, Bernard J.
 Nolan, Daniel H.
 Nolan, Herbert
 Nolan, John
 Nolan, Simon
 Nolan, Timothy
 Nolet, Albert
 Nolet, Charles J.
 Nolet, Wilfred
 Noonan, John H.
 Noonan, John J.
 Noonan, Joseph L.
 Noonan, Maurice A.
 Noonan, Richard
 Noonan, William
 Nordon, Ernest F.
 Noring, Ernest
 Norris, John A.
 Norris, Guy
 Northam, Edgar
 Norton, Clarence
 Norton, Fred
 Norton, George
 Norton, Harold
 Norton, Herbert
 Norton, John F.
 Norton, Joseph
 Norton, Thomas F.
 Norton, Wilbur A.
 Norwood, Harold W.
 Noul, Harry
 Novello, Carmello
 Novello, Lorenzo
 Novello, Salvatore
 Nutter, John W.
 Oakes, George E.
 O'Brien, Arthur P.
 O'Brien, Charles J.
 O'Brien, Daniel W.
 O'Brien, Edward F.
 O'Brien, Edward G.
 O'Brien, Edward H.
 O'Brien, Frank P.
 O'Brien, Fred A.
 O'Brien, Frederick J.
 O'Brien, Frederick W.
 O'Brien, George C.
 O'Brien, George F.
 O'Brien, James E.
 O'Brien, James J.
 O'Brien, John
 O'Brien, John F. (2)
 O'Brien, John J.
 O'Brien, John T.
 O'Brien, John W.
 O'Brien, Matthew C.
 O'Brien, Philip
 O'Brien, Richard E.
 O'Brien, Richard J.
 O'Brien, Thomas
 O'Brien, Thomas J., Jr.
 O'Brien, Wilbur N.
 O'Brien, William F.
 O'Brien, William J. (3)
 Ocharuck, Thomas
 O'Clare, Wilfred
 O'Connell, Daniel
 O'Connell, Daniel V.
 O'Connell, David
 O'Connell, Frank W.
 O'Connell, John
 O'Connell, John J.

- O'Connell, John M.
 O'Connell, Philip J.
 O'Connor, Arthur P.
 O'Connor, Dennis B.
 O'Connor, Edgar G.
 O'Connor, Edward
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 O'Connor, Frank
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 O'Connor, Joseph C.
 O'Connor, Leo V.
 O'Connor, Michael
 O'Connor, Thomas
 O'Connor, Timothy
 O'Connor, Timothy A.
 O'Connor, Timothy F.
 O'Dea, Andrew
 O'Dea, John
 O'Dea, Luke
 O'Donaghue, Patrick
 O'Donnell, Edward J.
 O'Donnell, James H.
 O'Donnell, John J.
 O'Donnell, Thomas
 O'Dowd, Frank J.
 O'Dowd, Joseph M.
 Odrino, Michael
 Oertel, William
 Offish, David S.
 Ogden, Harold F.
 Ogden, Thomas
 O'Grady, James A.
 O'Grady, William E.
 O'Hearn, Charles R.
 O'Hearn, John A.
 O'Hearn, T. Frank
 Olds, Harold
 Olds, John A.
 O'Leary, Fred
 O'Leary, Edward F.
 O'Leary, Harold J.
 O'Leary, Jeremiah A.
 O'Leary, John T.
 O'Leary, William F.
 Oliver, George T.
 Oliver, Joseph
 Olsky, John F.
 Olson, James
 Olson, Arthur V.
 Olson, John J.
 O'Mahoney, Edward A.
 O'Mahoney, Henry A.
 O'Mahoney, Jeremiah W.
 O'Mahoney, Joseph V.
 O'Neil, Charles (2)
 O'Neil, Charles J.
 O'Neil, Eugene J.
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 O'Neil, John J. (3)
 O'Neil, James
 O'Neil, Joseph H.
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 O'Neil, Thomas P.
 O'Neill, William A.
 Onifuliwicz, Martin
 Orbinati, Albert
 Orde, Burton
 Orde, Charles H.
 Ordway, Albert J.
 O'Reilly, Francis A.
 O'Reilly, George B.
 O'Reilly, Michael
 O'Reilly, Owen
 O'Rieux, Victor
 O'Rourke, Daniel
 O'Rourke, James
 Orto, Vito
 Osgood, Clarence
 O'Sullivan, Cornelius R.
 O'Sullivan, Daniel C.
 O'Sullivan, Daniel J.
 O'Sullivan, Frank H.
 O'Sullivan, John D.
 O'Sullivan, Patrick B.
 O'Sullivan, William V.
 Ouelette, Albert
 Ouelette, Eugene
 Ouelette, Frederick
 Ouelette, George
 Ouelette, Henry
 Ouellette, John B.
 Ouellette, Joseph J.
 Ouellette, Joseph L.
 Ouellette, Philip
 Ouellette, Stanislaw
 Ouellette, William
 Owen, Assad
 Owens, William A.
 Owrl, Anthony
 Ozarian, Sarkes
 Packard, Harry E.
 Packwood, Charles W.
 Page, Louis F.
 Pageau, Joseph A.
 Pageau, Stanislaus
 Palermo, Andrew P.
 Palermo, Carmelo
 Palese, Michael
 Palesky, Andrew
 Palfyn, Camille
 Palmer, James
 Palmer, Leroy L.
 Palmieri, Luigi (2)
 Palmisano, Agostino
 Palmisano, Anthony
 Palosky, Dominick
 Palumbo, Pasquale (2)
 Pansky, Israel
 Paolina, Pasquale
 Paolino, Nicholas
 Pappalardo, Alfio
 Pappalardo, Angelo
 Pappalardo, Antonio
 Pappalardo, Pietro
 Paradis, Elphege
 Parant, Aleard
 Parant, Alfred G.
 Parant, Arthur
 Parecitem, Joseph
 Parent, Alphonse
 Parent, Arthur
 Parent, Gene B.
 Parent, Joseph
 Parent, Joseph H.
 Paraisella, Joseph
 Pariseau, Charles E.
 Parish, Henry
 Park, George E.
 Parker, Alfred, Jr.
 Parker, Benjamin
 Parker, Elmer H.
 Parker, Ernest
 Parker, Henry B.
 Parkhurst, Louis B.
 Parnatian, Manoog
 Parrinello, Cusmano
 Parsons, Joseph R.
 Parsons, Leon R.
 Partak, Benjamin
 Partridge, Edward R.
 Partridge, Henry
 Pasuk, Sein
 Patch, Harrison M.
 Patten, Edward
 Patten, Guy F.
 Paulauskas, John (2)
 Paulauskas, Joseph
 Paul, John T.
 Payson, Frank R.
 Payton, William
 Peabody, Rev. Malcolm E.
 Pearlmuter, John
 Pearson, Frederick
 Pearson, Maurice
 Peel, Robert
 Peel, Walter E.
 Pekarski, William P.
 Pellerin, Adelard
 Pellerin, Arisel J.
 Pellerin, William J.
 Pelletier, Arthur
 Pelletier, Donat
 Pelletier, Emile
 Pelletier, Florent
 Pelletier, Joseph
 Pelliccione, Emilio
 Pendergast, John J.
 Pendlebury, David
 Pendlebury, Harold
 Pendleton, Wilfred
 Penn, Benjamin F.
 Pennacchio, Michael
 Pepin, Evariste

- Perez, Angelo
 Perez, Joseph
 *Perkins, Gladys I.
 Perrault, Albert F.
 Perron, Adrien O.
 Perron, Francis J.
 Perron, Rudolph
 Perry, Arnold M.
 Perry, Arthur
 Perry, Elzear
 Perry, Ernest
 Perry, Henry
 Perry, James J.
 Perry, John A.
 Perry, Jose V.
 Perry, Philip
 Perry, Theodore
 Peter, Steve
 Peters, Harold L.
 Peteulis, Constantine
 Petit, Arthur H.
 Petit, Bernardin V.
 Petkovitch, Anthony
 Petralia, Alfred
 Petralia, Gaetano
 Petralia, Tony
 Petrizia, Erasino
 Petrovisch, Pinis
 Petzold, Herman H.
 Petzold, Robert H.
 Pevin, Delour
 Phair, Charles
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 Phair, John T.
 Phair, Raymond H.
 Phillips, Frank P.
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 Phillips, Harry H.
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 Phipps, Charles W.
 Phynes, John H.
 Piazza, Anthony A.
 Picard, Albert
 Pichette, Eugene J.
 Pichette, Louis
 Pickles, Arthur
 Picone, Pietra
 Pigeon, Eugene
 Pike, Lawrence G.
 Pilaulis, George F.
 Pineault, Anthony
 Pisano, Francisco
 Pistorio, Alfio
 Pistorio, James
 Pitocchelli, Edward
 Pitualis, George P.
 Platt, Joseph
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 Plaudumis, Joseph
 Pledge, William T.
 Plouff, Fred
 Plumley, Franklin R.
 Podgmijtis, John
 Poirier, Michael
 Poisson, Omer
 Poitras, Albert A.
 Polasky, Constantin
 Polischick, Lorenz
 Polizotto, John
 Pollack, Kenneth
 Polonsky, Morris
 Pomerleau, Andrew
 Pomerleau, Arthur
 Pomerleau, Edward
 Pomerleau, Gideon
 Pomeroy, Andrew P.
 Poole, Benjamin
 Poore, Fred S.
 Poore, Herbert E.
 Poore, Ralph C.
 Porcelli, Gennaro
 Porter, Clarence
 Pothier, Frank J.
 Potter, Leonard
 Poudrier, Alcide J.
 Poulain, Henry
 Poulin, Romeo J. E.
 Powers, Edward T.
 Powers, Fred S.
 Powers, John
 Powers, Patrick
 Powers, Thomas E.
 Powers, Thomas R.
 Praetz, Edward F.
 Praetz, John P.
 Praetz, William F.
 Pratt, Everett S.
 Pratt, Nelson L.
 Prazonis, Michael
 Prescott, Harold L.
 Presta, Rosario
 Presti, Alfio
 Preston, John C.
 Primrose, Clayton C.
 Prisley, Frederick A.
 Procke, Stephen
 Proctor, Herbert A.
 Proulx, Joseph
 Provencal, John
 Provencal, Joseph
 Provencher, Adelard
 Provencher, Edward
 Provencher, John J.
 Provost, Alfred
 Provost, Joseph
 Puchta, George
 Puglisi, Cino
 Pulvenio, James
 Purcell, John J.
 Purcell, William J.
 Pzolkowski, J.
 Pzolkoski, Stanley
 Qualter, Patrick
 Quance, Alfred
 Queen, Alexander
 Queenly, William
 Quereux, Peter A.
 Quill, Charles F.
 Quill, John J.
 Quinlan, Thomas P.
 Quinn, Lawrence P.
 Quinn, Matthew P.
 Quinn, Roderick
 Quinn, William (2)
 Racito, Leonardo
 Radcliffe, Harold
 Radcliffe, William
 Radzevitz, Raymond
 Rafferty, Frank J.
 Rafferty, Stephen
 Ragajn, Stanislaw
 Ragonese, James
 Ragonese, Samuel
 Rahilly, Michael J.
 Rainey, Albert
 Rainville, Arthur R.
 Rainville, George
 Rainville, Leon F., Jr.
 Raitt, Frederick E.
 Rajotte, Philip L.
 Ramey, Fred
 Ramsbottom, Fred
 Ramsden, John W.
 Ramure, Robert
 Rancourt, Leon
 Rand, George I.
 Randall, Leon N.
 Rinaldo, John
 Rank, John T.
 Rankin, William
 Ranswault, Antonio
 Rappa, Antonio
 Rappart, Samuel
 Ratelle, Edward A.
 Rathberg, Samuel
 Rattan, Guy
 Ratte, Albert
 Ratte, Arthur A.
 Rau, Joseph A.
 Rausch, Edwin C.
 Rauscher, Raymond F.
 Ravich, Joseph J.
 Ravonese, Salvatore
 Ravonese, Vincenzo
 Rawsthorne, Joseph T.
 Raymond, Alexis W.
 Raymond, Albert
 Raymond, Hormidas
 Raymond, Isadore
 Raymond, Philip A.
 Raymond, Philip
 Raymond, Ulric O. J.
 Razuliawyczuis, Andrius
 Reardon, Edmond A.
 Reardon, Frank
 Reardon, Frank C.
 Reardon, James A.
 Reardon, John

- Reardon, John A.
 Reardon, Owen F.
 Reardon, William E.
 Recupero, Attile
 Recupero, Sebastiano
 Reddy, John J.
 Redfern, William E.
 Reed, Foster C. K., Jr.
 Reed, Victor A.
 Regan, Albert V.
 Regan, Augustine D.
 Regan, Frank J.
 Regan, Gerald V.
 Regan, Henry J.
 Regan, John C.
 Regan, John J.
 Regan, Joseph J.
 Reid, Daniel
 Reifel, Herbert
 Reilly, Frank
 Reilly, John J.
 Reilly, Michael J.
 Reilly, William P.
 Remeiyyer, Harvey A.
 Remick, Benjamin
 Remillard, Donat
 Renaud, John J.
 Rene, Albert
 Rene, Napoleon
 Renfrew, Norman J.
 Rennie, John F.
 Renny, John
 Renullard, Arthur
 Resnick, Israel M.
 Restroun, Abdoo
 Reter, James W.
 Reusch, Andrew F.
 Reusch, John
 Reuter, Ernest
 Reynolds, Dean
 Rhault, Eugene J.
 Rheume, Gideon
 Rhodes, Percy B.
 Rianero, Frank
 Ribaud, Francesco
 Ricard, Arthur (2)
 Ricard, Romeo J.
 Richard, Peter
 Richards, Arthur
 Richards, John H.
 Richards, Mahlon D.
 Richardson, Arthur L. (2)
 Richardson, Frank
 Richardson, Harold L.
 Richardson, Morton
 Richardson, Samuel
 Richie, Cecil
 Richie, Clarence M.
 Richter, William
 Riffenberg, Andrew B.
 Riley, Charles A.
 Riley, Charles J.
 Riley, Daniel
 Riley, Edward C.
 Riley, Frank W.
 Riley, James M.
 Riley, Luke
 Riley, Morgan
 Riley, Philip J.
 Riley, William
 Rinaldi, Nicolo
 Rinehart, Joseph M.
 Ring, Albert C.
 Riopelle, Louis
 Riordan, Frederick A.
 Riordan, Walter M.
 Riordan, William H.
 Ripley, Herbert H.
 Riss, Eugene E.
 Roach, Harry F.
 Roache, Thomas A.
 Robb, Alvin
 Robbins, Lancelot L.
 Roberge, Alphonse
 Roberge, William
 Roberts, Annonc C.
 Roberts, George F.
 Roberts, John J.
 Roberts, Joseph
 Robertson, James F.
 Robertson, John
 Robichaud, Francis X.
 Robidoux, Alfred J.
 Robidoux, Fred
 Robidoux, Henry J.
 Robin, Charles W.
 Robinson, Alfred J.
 Robinson, Arthur
 Robinson, Charles P.
 Robinson, Cona L.
 Robinson, Harry A.
 Robinson, Howard E.
 Robinson, James R., Sr.
 Robinson, James R., Jr.
 Robinson, Thomas (2)
 Robinson, Walter S.
 Robinson, William
 Robinson, William A.
 Robinson, William L.
 Robinton, Charles H.
 Roby, Ellsworth L.
 Roche, Francis
 Roche, George P.
 Roche, Joseph A.
 Roche, Timothy W.
 Rocciolo, Pasquale
 Rochon, Alexander
 Rochon, Arthur
 Rochon, John
 Rocke, Edward
 Rocveri, Agatino
 Rodger, George
 Rodger, William
 Rodgers, Harold E.
 Rodgers, George B.
 Roebuck, Edward T.
 Roeger, Arthur
 Roessler, Charles
 Rogers, Thomas
 Rogers, Thomas J.
 Roggeman, Edward
 Rolin, Alfred
 Rolstin, John D.
 Rokuki, Heronim
 Romanos, Alexander
 Romanowski, John
 Romeo, Alfio
 Romeo, Guiseppe
 Ronan, John F.
 Rondeau, Clement
 Rondeau, Leonard
 Rondeau, Louis
 Rondeau, Philip D.
 Ronneiks, Wiltold
 Rooney, Arthur H.
 Rooney, Henry T.
 Rosario, Frank
 Ross, John
 Rosch, Philip
 Rosenberg, Louis
 Ross, Clarence J.
 Ross, Ezra M.
 Ross, Joseph
 Ross, Louis J.
 Ross, Michael
 Ross, Oscar
 Rossi, Fred
 Rossi, Ralph
 Roth, Walter
 Roth, William
 Rothera, Albert
 Rourke, Hugh
 Rourke, John F.
 Rourke, William E.
 Rousseau, William
 Routhier, Joseph
 Rowan, Walter A.
 Rowe, Ralph
 Rowell, Frank D.
 Rowell, Horace E.
 Roy, Alfred G.
 Roy, Alfred J.
 Roy, Alfred S.
 Roy, Benjamin
 Roy, Emile
 Roy, George E.
 Roy, Harry J.
 Roy, James L.
 Roy, Joseph
 Roy, Leon J.
 Roy, Louis
 Roy, Peter J.
 Roy, William J.
 Roys, John J.
 Rubino, Teoli
 Rudis, William
 Rudolph, Bernard
 Rue, John M.
 Ruediger, William H.

- Ruffles, Anthony
 Russell, Ernest M.
 Russell, Herbert
 Russell, James W.
 Russell, John W.
 Russell, Mark
 Russell, Lecky H.
 Russell, Wallace F.
 Russo, Achille
 Russo, Angelo
 Russo, Domenico
 Russo, James
 Russo, Joseph
 Rustum, Abdo
 *Rutherford, Elizabeth F.
 Rutherford, Norman J.
 Rutz, Joseph
 Ryan, Augustine
 Ryan, Daniel J.
 Ryan, Edward (2)
 Ryan, James F.
 Ryan, James J.
 Ryan, John J.
 Ryan, Joseph
 Ryan, Michael J.
 Ryan, Patrick J.
 Ryan, Peter J.
 Ryan, William
 Ryan, William H.
 Rydecki, Tony
 Ryder, John
 Ryder, Kenneth A.
 Ryley, George W.
 Ryrohin, Taliman
 Ryttil, Michael
 Saad, Nimey
 Sabag, Shibel N.
 Sabagh, Nadra
 Sabagh, Rahal
 Sabin, Frank J.
 Sacco, Giovanni
 Sadewekas, Stanislaus
 Saharchuck, Michael
 Saindon, Aime
 Saindon, Ernest
 Saindon, John B.
 St. Amand, Aurel
 St. Amand, George
 St. Hilaire, Oline
 St. Hilaire, Eugene
 St. Laurent, Emil
 St. Laurent, John J.
 St. Laurent, Anthony
 St. Linger, Arno
 St. Louis, Joseph
 St. Pierre, Napoleon
 St. Pierre, Naopleon
 St. Pierre, Omer
 St. Pierre, Theodore
 Salemme, Joseph
 Saliba, Edward L.
 Salonia, Vincenzo
 Salovitch, Michael
 Salthouse, George
 Salvo, Vito
 Samalovsky, Charles
 Sambataro, Joseph G.
 Samia, Nimir
 Samia, Raymond S.
 Samia, Samuel
 Samson, Valere
 Sanborn, Charles H.
 Sanborn, Gerald
 Sandler, Israel
 Sandler, Samuel
 Sandler, Simon
 Sanford, Alfred S.
 Sangermano, John
 Sanitore, Ralph
 Santamaria, Francisco
 Santanatito, Pietro
 Santocco, Guiseppe
 Santonassino, Bernardo
 Santora, Luigi
 Sanville, William H.
 Sapieza, Antonio
 Sapieza, Santo
 Sapolsky, Charles
 Sarabaian, Richard
 Saraccuo, Sebastiano
 Sarcione, Edward
 Sarcione, Sebatino
 Sargent, Charles F.
 Sargent, Roy G.
 Sargent, Walter J.
 Sargent, Winthrop O.
 Sarkin, Solomon N.
 Sarkrisian, Krikor
 Sarne, Nicholas N.
 Sauerman, Henry A.
 Saunders, Daniel
 Sava, Alfred
 Savage, Herbert N.
 Savage, Jeremiah L.
 Savinelli, Domenico
 Savoy, Rosane
 Sawicki, Walter A.
 Sawicki, Patrick
 Sawood, Percy O.
 Sawyer, Samuel S.
 Saxon, Ralph
 Scalio, Antonio
 Scandura, Angelo
 Scanlon, Arthur F.
 Scanlon, Daniel J.
 Scanlon, Edward J.
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 Scanlon, Michael P.
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 Schaake, Henry A.
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 Scharman, Richard A.
 Schatz, William
 Schauseil, Maximillian
 Schelling, Philip
 Schenk, George A.
 Schiller, Arthur
 Schiller, Cyril
 Schivone, Antonio
 Schlafper, Merle
 Schlapp, Frank
 Schlegel, Norman A.
 Schlott, Arthur W.
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 Schmidt, Henry
 Schmidt, Oscar E.
 Schofield, Harry
 Schofield, James E.
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 Schreiber, Benjamin
 Schubert, William F.
 Schueler, Frank
 Schumacher, John J.
 Schwartz, Louis
 Scifo, Vincenzo
 Scimone, Laborio
 Scinto, Clemento
 Scinto, Crazio
 Scoppettuolo, Rocco
 Scott, Arthur
 Scott, Bernard
 Scott, Ernest S.
 Scott, Fred
 Scott, John C.
 Scott, John W.
 Scott, Thomas
 Scott, Walter (2)
 Scott, William
 Searle, Paul T.
 Seaver, Raymond
 Sebrowsky, John P.
 Sedar, Bruno
 Segal, David
 Segal, Samuel, Jr.
 Seguin, Albert
 Seleme, Ale
 Selitto, Cesare
 Sells, John J.
 Semenegnk, Karmiel
 Semenuk, Feodor
 Semis, George
 Senderi, Gaetano
 Senechal, Alfred
 Senia, Stefano
 Senior, Herbert
 Sennoral, John
 Sentshall, Albert
 Sequecia, Anton G.
 Sereduk, John
 Serfes, Peter J.
 Serresito, Thomas

- Sessman, Thomas
 Sestini, John
 Sestini, Oswald
 Seubert, Charles
 Seuss, Charles
 Severance, Malcolm B.
 Sevigny, Alphonse
 Seigney, Henry J.
 Sewall, James R.
 Sewell, Oliver L.
 Sewell, Roland
 Shaker, Wadik
 Shamesman, Louis
 Shank, Edward
 Shank, William
 Shapcott, Thomas
 Shapiro, Harry N.
 Sharalsky, M.
 Sharkey, John J.
 Sharpe, James M.
 Shaw, Arthur
 Shaw, James
 Shawcross, Samuel D.
 Shea, Alphonsus, J.
 Shea, Andrew F.
 Shea, Charles E.
 Shea, Eugene C.
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 Shea, Fred J.
 Shea, Gilbert F.
 Shea, John
 Shea, Joseph M.
 Shea, Michael F.
 Shea, Richard J., Jr.
 Shea, William
 Shearer, David D., Jr.
 Shearer, William A.
 Shebeby, James F.
 Sheedy, William C.
 Sheehan, Daniel F.
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 Sheehy, Francis
 Shenkas, Frank
 Shepherd, Henry V.
 Sheridan, John
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 Sheriff, William
 Shibil, Haleem
 Shibil, Thom
 Shibley, Mahboob
 Shiepe, George A.
 Shiers, William
 Shimismans, M.
 Shimonis, John
 Shine, Dennis
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 Shine, Timothy C.
 Shirinian, Shavarish
 Shoglow, Maurice W.
 Shopelak, Fred
 Shotokolian, Krikor
 Shportun, Alexander
 Shrigley, Frank
 Shute, Alfred
 Siabean, Richard
 Sibley, Harold
 Sibulkin, Charles J.
 Sibulkin, David S.
 Sicard, Aime A.
 Sicard, Ernest H.
 Sicard, George H.
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 Sidoruk, Michael
 Siegel, Charles
 Siegel, Max
 Siegal, Paul
 Siegel, Sampson
 Silk, John J.
 Silva, Anthony S.
 Silva, Daniel P.
 Silva, John O.
 Silva, Joseph
 Silverman, David
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 Silverman, Max
 Silverman, Louis
 Simmers, Arthur A.
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 Simmers, Jules
 Simmons, John
 Simon, David
 Simpson, George F.
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 Sinclair, Albert
 Sipse, George E.
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 Sirgin, Lalalayk
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 Sirois, Edward D.
 Sirois, Louis F. A.
 Sirois, Ludger
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 Sisik, Joseph
 Siskind, Berthold
 Sivire, John
 Skinner, Harry
 Slattery, Herbert S.
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 Slaughter, Frank S.
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 Slayis, James J.
 Slines, Thomas A.
 Smelte, John
 Smith, Allan C.
 Smith, Arnold
 Smith, Arthur E.
 Smith, Bernard J.
 Smith, Charles H.
 Smith, Clarence
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 Smith, David S., Jr.
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 Smith, Edward A.
 Smith, Edward J. (2)
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 Smith, Horace H.
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 Smith, Howard L.
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 Smith, James H.
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 *Smith, Jessie S.
 Smith, John (2)
 Smith, John R.
 Smith, Laurence W.
 Smith, Miles H.
 Smith, Obediah
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 Smith, Philip L.
 Smith, Ralph
 Smith, Raymond W.
 Smith, Robert
 Smith, Roy L.
 Smith, William
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 Snow, Earle E.
 Snow, Frank P.
 Snow, Harry
 Sobel, Leon B.
 Sobolawski, Stanislaus
 Solomen, Saleem J.
 Solomon, Frederick
 Solomon, Mitry
 Soreff, Max
 Soucy, Eclude
 Soucy, Peter J.
 Souderi, Antonio
 Sowitski, Wlady
 Sparhawk, James
 Spector, Manis
 Spence, Roy H.
 Spencer, Henry V.
 Spencer, John J.

- Spencer, William H.
 Spezzare, Angelo
 Spicer, Walter
 Spillane, Patrick J.
 Spiller, Max
 Spindler, Charles J.
 Spindler, Joseph J.
 *Spinney, Julia
 Spirito, Amedeo
 Spitola, Joseph
 Spritz, Harry
 Spritz, Oswald
 Squadrato, Concetto
 Squatrito, Gatano
 Srabian, Richard
 Stabile, Angelo
 Stamp, Charles
 Stamp, Walter
 Stanley, Arnold
 Stanley, John, Jr.
 Stansfield, Albert
 Stansfield, Ernest
 Staples, Edward
 ††Starr, Clara
 Starkweather, Ernest E.
 Stasok, Cyprien
 Stead, Joseph
 Stead, William
 Sterns, Arthur H.
 Steele, Archie
 Steele, Francis C.
 Steele, George F.
 Steele, John J.
 Steen, Wilfred
 Stefanek, John
 Stein, Max
 Steinberg, Joseph
 Steindle, John B.
 Steinert, Arthur E.
 Steinfeldt, Charles
 Stella, Alphonse
 Stella, Joseph
 Stephens, Thomas J.
 Stevens, Arthur E.
 Stevens, Burt
 Stevens, Ellsworth K.
 Stevens, Elmore H.
 Stevens, George K.
 Stevens, Harold G.
 Stevens, Oren T.
 Stevenson, Joseph
 Stevenson, Thomas
 Stevenson, William F.
 Stewart, Charles (2)
 Stewart, George
 Stewart, Peter
 Stewart, William
 Stiegler, Gustave H.
 Stiegler, Harold W.
 Stiegler, Herbert E.
 Stiegler, Herbert F.
 Stiegler, Walter F.
 Stirling, Edward
 Stirling, John M.
 Stizzaro, Angelo
 Stolarz, Frank
 Stone, Fred E.
 Stone, Fred W., Jr.
 Stone, Harold
 Stone, Joseph H.
 Stone, Peter
 Stone, Ralph A.
 Stott, Charles B.
 Stott, James
 Strobel, Fador
 Strobel, Richard
 Strong, Charles F.
 Strout, Ralph A.
 Stusenski, Victor
 Subaez, Peter
 Suchecki, Adam
 Sullivan, Albert J.
 Sullivan, Augustine
 Sullivan, Charles L.
 Sullivan, Daniel A. (2)
 Sullivan, Daniel J.
 Sullivan, Edward
 Sullivan, Edward C.
 Sullivan, Francis L.
 Sullivan, Frank
 Sullivan, Frank C.
 Sullivan, Frank J.
 Sullivan, Fred A.
 Sullivan, George
 Sullivan, Harvey W.
 Sullivan, James R.
 Sullivan, Jeremiah J., Jr.
 Sullivan, John A.
 Sullivan, John H.
 Sullivan, John J. A.
 Sullivan, John J.
 Sullivan, Joseph (2)
 Sullivan, Joseph A.
 Sullivan, Joseph C.
 Sullivan, Michael A.
 Sullivan, Patrick
 Sullivan, Simon J.
 Sullivan, Timothy F.
 Sullivan, Walter M.
 Sullivan, William
 Sullivan, William A. (4)
 Sullivan, William J. (2)
 Summersby, George W.
 Summersby, William C.
 Surette, John
 Sutcliffe, Frank
 Sutcliffe, William E.
 Sutherland, Robert
 Sutta, Gagina
 Swan, Clarence H.
 Swartz, Israel
 Sweeney, Charles F.
 Sweeney, Daniel
 Sweeney, Frank J.
 Sweeney, Fred L.
 Sweeney, George C.
 Sweeney, James A. (2)
 Sweeney, John
 Sweeney, John D.
 Sweeney, John J. (2)
 Sweeney, Joseph D.
 Sweeney, Joseph
 Sweeney, Michael F.
 Sweeney, Timothy A.
 Sweet, George H.
 Swekek, Samuel
 Swiec, Jan
 Swift, John A.
 Swift, William F. (2)
 Swinchris, Mike
 Sylvia, John O.
 Sztucenski, John S.
 Szymanowski, Joseph
 Tabellario, Pasco
 Tacey, Nelson A.
 Tahan, Abraham J.
 Tait, James A.
 Taivey, James H.
 Takvorian, Sampat
 Talbot, Henry
 Talbot, Leslie M.
 Talbot, Wilfred
 Tanguay, Arthur
 Tanguay, Joseph F.
 Tanguay, Walter P.
 Tarbox, Elmer H.
 Tarr, Alfred
 Tarallo, Joseph
 Tarren, William
 Tate, Robert
 Tatton, Joseph M.
 Tatton, William F.
 Tatton, William W.
 Tavidian, Armeney
 Taxearhou, Peter
 Taylor, Albert W.
 Taylor, George A.
 Taylor, Harold G.
 Taylor, Harry
 Taylor, James C.
 Taylor, John W.
 Taylor, Joseph W.
 Taylor, Oscar C.
 Taylor, Ralph W.
 Taylor, Walter
 Taylor, Wilbur L.
 Taylor, William E.
 Tedeau, Alfred
 Tefft, Everett
 Teichmann, William A.
 Teis, Abraham C.
 Tepper, John
 Terbaldi, Pasquale
 Terkow, Boris
 Terrezzano, Alphonse
 Teschner, Edward A.
 Teschner, Eric B.
 Tescano, Rosario
 Tetrault, Adelard

- Tetreau, Adelard A.
 Tetreau, Thomas E.
 Teutonico, Anthony E.
 Teutonico, Arthur I.
 Theberge, Arthur J.
 Theberge, Felix
 Theberge, Frank
 Theberge, Joseph
 Theberge, Ludger
 Therens, George
 Theroux, Leonard G.
 Therrien, Albert
 Therrien, Henry
 Therrien, Joseph O.
 Therrien, Joseph N., Jr.
 Thesse, Emile, Jr.
 Thibault, Albert
 Thibault, Edward
 Thibault, Henry
 Thibault, Wilfred
 Thibodeau, Joseph A.
 Thomas, Alfred
 Thomas, Conrad E.
 Thomas, Edwin R.
 Thomas, John
 Thomas, Samuel
 Thompson, Albert E.
 Thompson, Alfred G.
 Thompson, Andrew
 Thompson, Arthur
 Thompson, Charles J.
 Thompson, Edward W.
 Thompson, George S.
 Thompson, Gordon T.
 Thompson, John
 Thompson, John D.
 Thompson, Walter A.
 Thompson, William M.
 Thomson, Edward W.
 Thorng, Frederick H.
 Thornhill, Charles A.
 Thornhill, William D.
 Thornton, Michael
 Thornton, Peter F.
 Tibsheerany, George H.
 Tibsheerany, Michael
 Tickszko, Lachary
 Ticoni, Luigi
 Tierney, John E.
 Tierney, Matthew C.
 Tillotson, Albert W.
 Timony, Thomas F.
 Tinchaud, John
 Tinkham, William
 Tivnan, Raymond
 Tobin, Albert H.
 Tobin, Francis P.
 Todd, William L.
 Toepler, Carl
 Tokasky, Vladislau
 Tolman, Thomas A.
 Tolman, William
 Tolchinsky, Samuel
 Tolson, Fank H.
 Tom, Shiak
 Tomarshio, Alfio
 Tomaselli, Francisco
 Tomlinson, Edward M.
 Tomlinson, John
 Tomlinson, John J., Jr.
 Tompson, Edward
 Tondreau, Joseph
 Toomey, Harold C.
 Toomey, John F.
 Toomey, Thomas A.
 Toomey, Walter
 Topham, Alfred
 Topping, Eugene F.
 Topping, Henry
 Tordoff, Richard
 Torris, John
 Torrisi, Alfio (2)
 Torrisi, Carmelo (2)
 Torrisi, Filadelfio (2)
 Torrisi, Guiseppe (3)
 Torrisi, Placido
 Torrisi, Salvatore
 Toscano, Simone
 Touchette, Aime
 Touchette, Alexander
 Touchette, Euclide D.
 Towey, James W.
 Towne, Clinton
 Townsend, Benjamin
 Toye, James J.
 Traco, Mathias
 Tragavais, J. G.
 Traina, Sebastiano
 Trapani, Salvatore
 Traub, Abraham
 Trauchensky, Samuel
 Trauschke, Harry H.
 Traynor, Francis J.
 Tremblay, Henry
 Tremblay, Herman A.
 Tremblay, John
 Tremblay, Joseph C. P.
 Tremblay, Meride J.
 Trenholm, Frederick H.
 Trepanier, John J.
 Trepanier, Paul
 Trepanier, Wilfred
 Tribadi, Joseph
 Trickett, Frederick L.
 Trickett, Joseph
 Tridente, Frank
 Troia, Guiseppe
 Trongeau, Frederick J.
 Trovato, Alfio
 Trovato, Giovanni
 Trovato, Orazio
 Trudeau, Henry
 Trudeau, Joseph
 Trudelle, Wilfred
 Trumbull, Charles H.
 Trumpold, Clarence L.
 Trybulee, Ignatz
 Tryc, Victor
 Tucci, Augustine
 Tucker, Raymond B.
 Tugle, Edward
 Tully, Michael J.
 Turcotte, Napoleon
 Turcotte, Prime
 Turner, Edmond G.
 Turner, Harold
 Turner, John F.
 Turner, Ralph
 Turner, Richard
 Turner, Royal
 Tuttle, Arthur L.
 Twomey, Cornelius A.
 Twomey, Francis S.
 Twomey, Jeremiah J.
 Twomey, John C.
 Uhlein, William F., Jr.
 Uller, William
 Unick, Louis J.
 Urmston, George E.
 Ursillo, Amato
 Vachon, Thomas
 Vaillancourt, Daniel
 Vaillancourt, Emile J.
 Vaillancourt, Philip
 Vaillancourt, Wilfred J.
 Vaitzikis, August
 Valcourt, Alphonse (2)
 Valcourt, Joseph
 Valcourt, Leon P.
 Valliere, Alfred
 Valliere, Archie
 Valliere, Philias T.
 Vallone, Joseph
 Valloza, Ligo
 Vanagian, Charles
 Van Bellingham, Leon
 Vanbever, Charles
 Vandenbogaerde, Henry
 Vanderkove, Emil
 Vanderwaerden, Joseph
 Vandewalle, Edward
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 Vannassa, Alexander
 VanRellaert, Prosper
 Vanston, Charles J.
 Varios, Atlas F.
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 Vaudreuil, Arthur P.
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 Veilleux, Emile
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 Velonedis, Kereaco
 Verkenneeman, Alphonse
 Verner, Albert
 Verner, Charles
 Verrier, Albert

- Verrill, George W., Jr.
 *Verrill, Marguerite
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 Verzi, Bernedetto
 Viauxtemps, John
 Vicker, John
 Victor, Maurice
 Viger, Eugene J.
 Viger, Lorenzo R.
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 Villis, Peter J.
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 Vinetskas, William
 Viscoti, Vito
 Vlaeminck, Charles
 Vogel, Edward W.
 Vogel, Oswald
 Voisine, Evariste
 Volonino, John
 Vorobsy, Michael
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 Wademan, Fred
 Wademan, Thomas
 Wadsworth, John H.
 Wagenbach, Frank J.
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 Wagner, Everett E.
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 Waite, Morris
 Waldron, Augustine T.
 Waldron, Harold J.
 Walker, Francis L.
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 Walker, Ralph R.
 Walker, William
 Wallace, George V.
 Wallace, John (2)
 Wallace, Thomas F.
 Wallack, Frank J.
 Walsh, Cornelius F.
 Walsh, Francis A.
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 Walsh, James
 Walsh, John J.
 Walsh, Joseph W.
 Walsh, Peter
 Walsh, Raymond J.
 Walsh, Thomas
 Walsh, William
 Walsh, William A.
 Walsh, William E.
 Walsh, William J.
 Walsh, Vincent J.
 Walton, Francis A.
 Walton, Frank
 Walton, Fred I.
 Wanczewski, John
 Wante, John A.
 Warburton, Walter J.
 Ward, Roswell E.
 Warden, Herbert J.
 Wareman, Wilfred
 Waschenchan, Adam
 Waseleveski, Anthony
 Waseleveski, Charles J.
 Washington, Albert
 Washington, Harry
 Waszkishica, Iasyder
 Waters, Frederick V.
 Waters, Percy W.
 Waters, William
 Waterworth, Herbert
 Waterworth, William
 Waters, Thomas W.
 Watt, Robert
 Wattman, Thomas M.
 Watton, Joseph H.
 Wayland, John
 Webb, Patrick H.
 Webber, Joseph
 Webber, Ralph J.
 Weber, Joseph
 Webster, Bernard N.
 Webster, Nathaniel H.
 Weigel, Charles
 Weigel, Gustave A.
 Winebaum, Arthur
 Weiner, Harry
 Weinhold, William F.
 Weinhold, Harold
 Weintraub, Joseph
 Weiss, George L.
 Weissman, Myer
 Welch, Edward (2)
 Welch, Francis A.
 Welch, Frank
 Welch, Jeremiah R.
 Welch, John
 Welch, John E.
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 Welch, William
 Welch, William J. (2)
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 Weldon, Charles
 Weldon, George F.
 Weldon, Frank X.
 Weller, Albert O.
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 Weller, Gustave G.
 Wellman, Frank
 Wells, Charles W.
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 Wells, Robert G.
 Welsh, Joseph A.
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 Wennis, Henry J.
 Werzbigko, Martinas
 Weston, Alfred F.
 Weston, A. Frank
 Westwell, Arthur E.
 Wetherbee, James T.
 Wexler, Hyman
 Wexler, Jacob
 Wheeler, Albert L.
 Wheeler, John E.
 Whalen, Augustine C.
 †Whalen, Rose
 Whelan, John E.
 Whipp, Frederick
 Whitcomb, Lester L.
 White, Albert T.
 White, Alexander (2)
 White, Arthur
 White, Charles T.
 White, Fred
 White, Harold
 White, Horace
 White, John B.
 White, Philip
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 Whitehead, Raymond
 Whitely, Wilbert
 Whiteside, Robert
 Whitney, Roy
 Whittemore, Clarence E.
 Whitten, Earl
 Whittier, George E.
 Wholey, Arthur L.
 Wicky, Arthur J.
 Widdop, Ellis
 Wierbrick, S. Michael
 Wierzbicki, Jozef
 Wiggan, Harry L.
 Wightman, Harold J.
 Wightman, James
 Wiktor, John
 Wilde, Herman E.
 Wilder, Ralph S.
 Wilkins, Cornelius
 Wilkins, William
 Wilkinson, Louis A.
 Wilkinson, William L.
 Willard, Dana
 Willard, Francis I.
 Willette, Albert A.
 Willette, Fred G.
 Willette, Joseph T.
 Willette, William P.
 Williams, Herbert F.
 Williams, John J.
 Williams, Lawson
 Willis, Daniel
 Wills, Bertram R.
 Wilson, Alexander
 Wilson, Cyril M.
 *Wilson, Irene F.
 Wilson, James A.
 Wilson, John P.
 Wilson, Joseph
 Wilson, Leon W.
 Wilson, Samuel
 Wilson, Walter T.
 Wilson, Thomas S.
 Windle, Albert W.
 Winek, Albert
 Winn, Charles F. (3)
 Winn, Charles H. (2)
 Winslow, Edward
 Winslow, Harold P.

Wisblat, Joseph	Wright, Harry	Zabarauskas, Peter
Wishart, J. Bert	Wright, Roy W.	Zahn, Arthur
Wiswall, Frank T.	Wright, William W.	Zahn, Conrad
Wiswall, George H.	Wrigley, Lees	Zajicek, George
Wiszobky, Martin	Wrinn, Frederick	Zakarian, Hachador
Withee, George W.	Wrobel, Edward J.	Zakarian, Harry
Witzgall, George	Wylde, Albert F.	Zakarias, Angelos
Witzgall, John	Wylde, Norman A.	Zaleski, Walter
Wolfendon, Harry F.	Wylde, Paul L.	Zanaian, Avedia
Wolfram, Erwin	Wylde, Russell A.	Zani, Nazzareno
Wolohan, William F.	Wylde, William F.	Zanni, Michael
Wood, George	Wyman, John L.	Zappala, Alfio (2)
Wood, John	Wyman, Mark W.	Zappala, Matteo
Wood, Joseph	Wynott, Ross	Zappala, Rosario
Wood, Raymond	Yarubian, Absolorna	Zappulla, Sebastiano
Wood, Samuel V.	Yahn, Frank	Zaumzeil, Fred
Wood, William H.	Yanczewski, John	Zavari, Luigi
Woodcock, Charles F.	Yandon, Joseph	Zawarowska, Marija
Wooles, Joseph C.	Yatonsky, Peter	Zazlona, Stanley
Wormwood, Clarence G.	Yaunch, John	Zecchini, Francis
Worsman, Herbert	Yavonchas, Lavonas	Zelinski, John H.
Worsman, Wilfred	Yenolitz, Anthony	Zembrzusi, Stanley
Worthy, Charles J.	Young, Clarence L.	Ziazias, Constantino
Wright, Charles E.	Young, Frank J.	Zimmerman, Edward
Wright, Chester I.	Young, Robert	Zinno, Anthony
Wright, Edward	Young, Warren J.	Zirigian, Hachador
Wright, Everett	Young, William J.	Zitkowitz, Valdemire
Wright, Ewart	Yule, David D.	Zocco, Giovanni
Wright, Frank	Yunggebauer, Fred	Zraket, Habib
Wright, George	Yuszkus, Stanislaus	Zuber, William
Wright, Harold F.	Yutantis, Justin	

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